

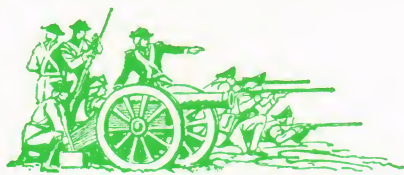
THE INTERNATIONAL  
*Teamster*  
DEDICATED TO SERVICE

MARCH 1961



THE TRUCKS GO THROUGH





## the teamsters salute BOSTON



**B**OSTON, capital of Massachusetts, 13th-ranking U. S. city, built on a site mapped in 1614 by Captain John Smith, is one of the most historical cities in the nation.

Generally-accepted date of the founding of the city is Sept. 17, 1630. It grew rapidly and became important in the Colonial economy because of its almost-landlocked harbor and volume of trade with England. It early became a center of culture, a position it maintains today. Samuel Adams, "Father of the American Revolution," helped to mold public opinion against The Crown. Here was staged The Boston Tea Party, here occurred the Boston Massacre, here rode Paul Revere, here was the first big battle at Bunker Hill, after which revolutionary fighting never again touched Boston.

The city continued to grow. In the 1830's it became a center of Abolitionist sentiment recognized by Lincoln as contributing materially to the Civil War. The downtown area was destroyed by a catastrophic fire in 1872. This was the scene of the only major strike of U. S. policemen in 1919. Boston has the oldest school system in the U. S.; it's Public Latin

school held classes in 1635. With Harvard College just outside the city limits and many other famed institutions of learning, it remains an educational center. Boston's numerous public and private libraries are among the richest sources of early Americana.

Generally termed conservative, Bostonians and their fellow Bay-Staters passed early social legislation; a child labor law in 1836, legalized trade unions in 1842, set up the first State board of health, passed the first minimum wage law (for women and children), and founded the first State tuberculosis sanatorium.

"The Hub City's" 677,626 official inhabitants by the 1960 census are only part of the metropolitan area population, all ably served by the 36 local unions and 47,300 members of Teamster Joint Council 10. Three major railroads, numerous ship lines and seven airlines additionally serve the city's transport needs. This is a financial, shipping and commercial fishing center with many small factories and much industrial diversification. All these utilize the flexibility of truck transport to a great degree.

The International Teamster salutes "The Birthplace of the American Revolution."

### AMERICA'S CITIES No. 13 of a Series





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# THE INTERNATIONAL Teamster DEDICATED TO SERVICE

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## Message from the General President

### Another Double Standard



**F**EDERAL Judge J. Cullen Ganey sentenced 29 electrical manufacturing corporations and 45 of their officials last month for a multitude of criminal violations of the nation's anti-trust laws.

Specifically, the guilty parties were caught, and admitted their guilt, fixing prices and rigging sealed, competitive bids on \$7 billion worth of electrical equipment. If a labor union official had admitted his guilt to such a crime, the nation's press, television, and radio would have screamed bloody murder. He would have received very little less than life imprisonment, and the Department of Justice would have insisted on bringing him to trial before the public. Congress would have immediately passed more restrictive anti-labor laws.

However, since it involved big business, who are big advertisers, press, television, and radio gave it a minimum of news coverage. The Department of Justice "negotiated" with the defendants, and the stiffest sentence any of them received was 30 days in jail. Moreover, there has been no general outcry or demand from Congress to pass laws making it harder on those who violate the free enterprise system.

The Judge made some comments worth repeating in passing sentence on the defendants, who included General Electric and Westinghouse, and other of the nation's biggest corporations.

"This is a shocking indictment of a vast section of our economy," said Judge Ganey, "for what is really at stake here is the survival of the kind of economy under which America has grown to greatness, the free enterprise system."

"The conduct of the corporate and individual defendants alike . . . has flagrantly mocked the image of that economic system of free enterprise which we profess to the country, and destroyed the model which we offer today as a free world alternative to state control and eventual dictatorship."

Despite the seriousness of the defendants' crimes, as described by the Judge himself, only seven of the defendants were sent to jail. And the jail sentences were only 30 days. Others received suspended sentences and probation. Fines levied on the defendants, including the corporations, totaled \$1,900,000.

This is not an argument for more severe punishment for these corporate officials. Judge Ganey's remarks explained the situation these people faced.

"I am convinced," he said, "that in the great number of these defendants' cases, they were torn between conscience and an approved corporate policy, with the reward-objectives of promotion, comfortable security and large

salaries—in short, the organization or the company man, the conformist, who goes along with his superiors and finds balm for his conscience in additional comforts and the security of his place in the corporate set-up."

Despite the Judge's strong denunciation but mild sentencing of chief officials of the big corporations, there are questions that have not been answered.

First, if the Department of Justice was able to gather enough information on price-fixing and bid-rigging to get 20 corporations and 45 second level corporate officials indicted, why were they unable to get information to indict the top level corporate officials?

Second, why did the Department of Justice "negotiate" with the defendants on whether they would plead guilty or no contest to the indictments, rather than bringing them to trial?

Third, will the Department of Justice make public the minutes of the Federal grand jury that handed down the indictments or will they remain secret, and prevent the American public from protecting themselves against future price gouging by these giant corporations?

Fourth, will Congress and the Department of Justice assist Federal, state and local governments and power companies, rural electric co-ops, and publicly-owned power groups collect damages from the guilty parties that will be passed along to the electric consuming public?

The maximum penalty for each violation of these laws is only one year in jail, and \$50,000 fine. Compare this to the penalties provided in the anti-labor Landrum-Griffin law. A labor leader can get up to five years in prison for so much as making an honest mistake in filing reports for the Department of Labor. If he is convicted of a lesser crime than were the General Electric and Westinghouse officials, he is banned from holding office in his union for five years.

The U. S. Constitution provides for equal application of the law, but it appears from the sentencing of these big corporations that if you are a businessman, you can pay for your crime with money. Labor union officials must pay for crimes in prison, and denial of the opportunity to return to their occupations for five years after they pay their debts.

A large, stylized handwritten signature, likely of J. R. Hoffa, written in dark ink.



## Will End Monitorship

# Judge Letts Orders Convention

**FEDERAL** Judge F. Dickinson Letts on Feb. 28 authorized the IBT to order a new convention. The action brings to an end the three years of complicated litigation involving the union and the Board of Monitors.

Judge Letts, after two days of hearings, granted a union motion argued by general counsel Edward Bennett Williams to grant a new convention. He also said he would issue an order dissolving the Monitorship, which has existed since Jan. 31, 1958.

"I believe the time has come to call a new convention," Judge Letts declared from the bench. He directed Williams to draw up for his approval orders authorizing the issuance of a convention call and dissolving the Board of Monitors.

Joining Williams in his urging of a new convention was New York attorney Godfrey P. Schmidt, who was the attorney for the original "13 rank-and-filers" from New York who challenged the results of the 1957 convention. It was this law suit which was settled by the consent decree establishing the Board of Monitors in early 1958.

Williams pointed out to Judge Letts that the obligations imposed upon the union by that decree, relating to a new convention, had now been fulfilled. These included primarily the release of trustee locals, the issuance of model local union by-laws, agreement upon proposed constitutional amendments, the establishment of certain record-keeping facilities, assurance of adequate election procedures and adherence to proper fiduciary standards.

Williams pointed out that the union had taken effective action in all these areas and that all convention-related matters had been completed.

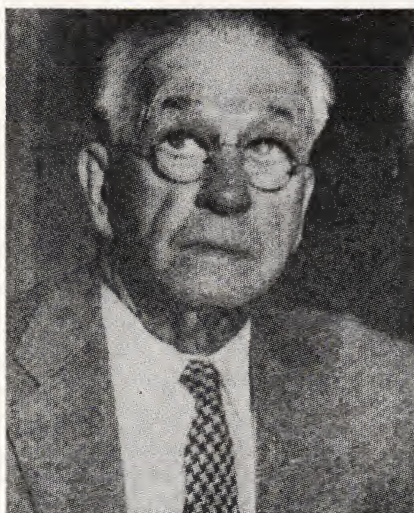
Filing of the union's motion for a new convention followed months of meetings between lawyers representing various parties to the suit, in an effort to resolve Monitorship issues which had become points of contention over the years. These meetings resulted in a stipulation of agreement between the parties, which was presented to Judge Letts several months ago.

However, groups of the original dissident members hired new attorneys in an effort to continue delaying a new convention. These attorneys opposed the motion argued by Williams and Schmidt. In upholding Williams' view, Judge Letts rejected the contention of these parties that a convention still should be delayed.

The Board of Monitors, under the original chairmanship of retired Judge Nathan Cayton, made an excellent start in disposing of the matters contained in the consent decree. The Monitorship was originally envisioned as a one-year program. After Judge Cayton resigned as chairman, his successor, Martin F. O'Donoghue, began a long fight to delay the holding of a convention, and the U. S. Court of Appeals upheld his efforts to change the consent decree and place the calling of a new convention in the hands of Judge Letts.

O'Donoghue resigned as chairman last July and the union won its fight in the Appeals Court to have a voice in the naming of a new "impartial" chairman. But no Monitor chairman was named since O'Donoghue's resignation and the Board has been inactive since that time.

As part of the long and complicated series of court cases which grew up around the Monitorship, the Court of Appeals encouraged an early end to the Board of Monitors and a return of the union to full autonomy.



Judge Letts

The union continually fought in the courts against what it viewed as efforts by the Board of Monitors, under O'Donoghue, to go beyond the limitations of the consent decree. The Court of Appeals at one point upheld the union's argument that Monitor powers were only advisory, not mandatory as O'Donoghue had argued.

The union estimates that the Board of Monitors has cost the International in the neighborhood of \$3 million since its inception.

Details relating to the calling of a new convention will be carried in the next issue. At least 60 days will be required from the time a convention call is issued to nominate and elect delegates.



## Board Members See Evidence of Florida IBT Growth

Teamsters Local 390 in Miami, Fla., whose new building (right) was visited by members of the General Executive Board during the recent meeting, has shown a strong record of growth and excellent contract conditions in the past five years.

Typical of the local's contract achievements was a pace-setting grocery warehouse contract won last November from the A&P chain and later accepted by the Food Fair chain. This contract represents wage increases up to 90 cents per hour by October, 1962.

Including a first contract in October, 1959, and a new three-year contract effective October, 1960, drivers by 1962 will have won 90 cents per hour increase; selectors, 72½ cents; checkers, 65 cents; and general warehousemen, 62½ cents; plus fringe and other benefits.

This A&P contract affected rates in grocery chains throughout the South. Assisting Howard Lassiter, President of Local 390, in the negotiations were Sam Baron, field director of the National Warehouse Division, and Joseph Morgan, general organizer in the Georgia-Florida area.

New Union  
Hall for  
Local 390  
in Miami



## Hoffa Debunks Propaganda

### 'Never a National Strike in Trucking'

"**THERE** will never be a nationwide strike in trucking."

Teamster President James R. Hoffa made this flat declaration to reporters last month as the IBT held its winter General Executive Board meeting in Miami Beach.

Hoffa said the union expected to achieve a nationwide contract for road and city drivers and dockmen by February, 1964, "but in effect there will already be a national master contract in the freight industry when all current contract negotiations are completed."

One of the pet techniques of the anti-labor press has been to raise the "national strike" bugaboo whenever the McClellan Committee grist mill shuts down. Despite President Hoffa's repeated declarations that such a strike is beyond the realm of prac-

ticality, enemies of the IBT have found this phony scare-word too good to let go of.

This was President Hoffa's sharpest assertion on the subject to date and should lay the issue permanently to rest.

Following on the pattern-setting 22-state Central and Southern freight contracts negotiated in January in Chicago (see February *Teamster*), Hoffa said the pattern would be introduced in the New England and West Coast negotiations and in a number of Eastern areas where contracts expire in the next few months.

"We concluded those Central and Southern negotiations, covering 200,000 drivers and dockmen, without the loss of one hour's work," Hoffa reminded the reporters.

### GEB Members Win Re-election

Three members of the General Executive Board won re-election to their local union posts recently in secret ballot elections under the Landrum-Griffin Act.

International Vice President Harry Tevis of Pittsburgh was re-elected president of Local 205 and International Vice President John O'Rourke of New York was re-elected president of Local 282. Both won over opposing candidates. International Vice President Harold J. Gibbons of St. Louis, executive assistant to President Hoffa, was unopposed for the post of secretary-treasurer of Local 688.



## Teamsters Win Major Test

# Government 'Fishing' Denounced

U. S. DISTRICT Judge Fred W. Kaess of Detroit last month warned the Department of Labor that it must not engage in "fishing expeditions" to harass labor unions under the Landrum-Griffin Act.

In a significant ruling, Judge Kaess upheld two Teamster locals—299 in Detroit and 614 in Pontiac, Mich.—which filed suit to set aside broad Labor Department subpoenas for their books and records.

The Department alleged it wanted the records to determine whether reporting forms filed by the two locals under the Landrum-Griffin Act were accurate.

Judge Kaess, in his ruling, wrote that "we cannot close our eyes to the ever closing circle of what we have been pleased to call the right to reasonable privacy."

"We do not conceive it to be justice to be oblivious to unreasonable subpoena powers and abandon any litigation to the whim and caprice of an administrative officer. The judiciary, in America at least, cannot indulge itself with the luxury of the personal vendetta," the Federal Judge ruled.

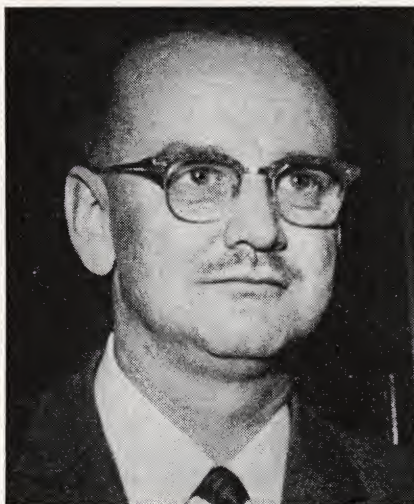
### Need Not Comply

He ruled that the locals do not have to comply with the subpoenas, holding that the "Secretary of Labor has never indicated that there was any complaint or charge either filed with or pending before him involving" the unions.

"Nor does the Secretary of Labor . . . indicate or intimate that there has been, could be, or do they have any reason to believe any violation of law has been committed or contemplated by" the unions.

Thus, Judge Kaess wrote, there was no reason for the issuance of the subpoenas "aside from the mere desire of the Secretary of Labor to examine the books and records . . . under the claimed broad inquisitorial powers granted him" by the Landrum-Griffin Act.

The ruling declared: "The basis of our jurisprudence is 'equal justice before the law' and any limitation emasculates the entire concept. All unions,



Judge Kaess

or corporations, or individuals for that matter, are to receive the same treatment.

"There has been presented here (by the Secretary of Labor) no limitation upon the issuance of the broad subpoenas, nor has there been clearly demonstrated that applicable laws have so cut down the protections of



Attorney Fitzgerald

this law, insofar as fishing expeditions are concerned, as to require the (unions) to turn over all their records without a murmur. It has been said repeatedly that ours is not a Government of men, but of laws.

"The subpoenas by themselves are so broad that they constitute a complete seizure unrelated to any recorded purposeful investigation. . . .

"If the courts cannot impose a limitation of some sort upon the unrestricted use of the subpoena power, the way would be open to unlimited harassment at the whim and caprice of the Executive, or by an administrative officer. . . .

### Failed to Show Cause

"In this case the Department of Labor has refused to show, or has been unable to show, any basis for this investigation. This court feels that the requirement of when 'he deems it necessary' (under Landrum-Griffin) has its foundation in some reason or purpose, rather than being an excuse for merely looking into the matters of union affairs, relevant or irrelevant, in the hope of something turning up, be it of any nature, without some reasonable foundation or valid purpose.

"The interpretations sought by the government here would mean that at the whim of any administrative officer he could decide to exercise the strong

## Equal Justice?

"Equal justice before the law" is a hallowed American principle—but there are some, apparently, who would exclude the Teamsters Union from the protection of this right.

In his ruling, Judge Kaess referred to an attempt by former Secretary of Labor James P. Mitchell to isolate the IBT from this principle.

"It was pointed out by (Secretary of Labor Mitchell) in his brief," Judge Kaess said, "that the Teamsters Union is the object of (the Landrum-Griffin Act.) If so, the Act itself does not so state, nor would it be proper legislation. Thus, this court must take into consideration the portent of the Act in all its significance."



arm of his power in an attempt to personally embarrass any union or union officer whom he might personally dislike."

Local 299, headed by IBT General President James R. Hoffa, and Local 614 directed union attorney George S. Fitzgerald of Detroit to fight the subpoenas in court.

Fitzgerald and two other attorneys for the unions, Hugh Hafer and Paul B. Mayrand, argued that the subpoenas were unenforceable because they were too broad and that the interpretation of the Landrum-Griffin Act, as suggested by the Secretary of Labor, was not in accordance with established legal principle. They argued that an interpretation which would require the unions to submit the material sought was an unconstitutional interference by Congress in the internal affairs of a union. Judge Kaess did not rule on the constitutional question.

His finding quoted an opinion by the late Supreme Court Justice Oliver Wendell Holmes, in the "FTC vs. American Tobacco" case, as follows:

"Anyone who respects the spirit as well as the letter of the Fourth Amendment would be loath to believe that Congress intended to authorize one of its subordinate agencies to sweep all our traditions into the fire . . . and to direct fishing expeditions into private papers on the possibility

that they may disclose evidence of crime. . . . It is contrary to the first principles of justice to allow a search

through all the respondents' records, relevant or irrelevant, in the hope that something will turn up."

## How Subpena Read

Readers might be interested in the unbelievably broad wording of the type of subpoenas often used by the government in its fishing expeditions. Such expeditions, used when the government has no evidence of a crime but hopes to "pin something" on an organization or individual, were denounced last month by a Federal Judge in Detroit (see story).

Printed below is the language of a subpoena addressed to two Michigan Teamster locals, describing the records the government wanted:

"All records for the period from January 1, 1959 to the present date maintained by you or under your control which contain any basic information or data on matters required to be reported from which the organizational report (Form LM-1) filed with the Secretary of Labor for Local \*\* may be verified, explained or clarified and checked for accuracy and completeness, in connection with all items referred to or listed in such report and all items omitted or excluded therefrom which are relevant thereto and are required to be included in said reports, such records to include but not be limited to, vouchers, worksheets, ledgers, audit records, records of receipt of dues, fees, assessments, fines and work permits, accounts receivable, accounts payable, journals, journal vouchers, check register, payroll register and related records, and all books of accounts of Local \*\* including all bank statements, cancelled checks, check stubs, audit reports, financial records, records of loans, records of mortgages, records of ownership of property real and personal, needs, records of trusts, records of investments, and all correspondence and memoranda pertaining to receipts and disbursements."

In some instances, this amount of data would take several truck loads to transport!

## Milestones in Monitorship

**October, 1957** IBT held its 17th Convention in Miami Beach, Fla.

**October, 1957** A group of 13 dissident members from New York filed suit challenging results of convention and asking new convention.

**January, 1958** Trial of suit before U. S. Judge F. Dickinson Letts ended before presentation of union case, with consent decree establishing Board of Monitors. One year period envisioned in decree.

**June, 1958** First impartial chairman, Judge Nathan Cayton, resigned. Martin F. O'Donoghue succeeded him.

**August, 1958** Interim Report of Cayton Board praised "enlightened cooperation" of union.

**September, 1958** Union Executive Board ordered new convention at completion of one year's Monitorship, under terms of decree.

**November, 1958** Monitors brought suit to prevent holding of convention.

**April, 1959** Judge Letts modified consent decree, thus delaying convention. Court held that Monitor orders were mandatory.

**June, 1959** Court of Appeals upheld Judge Letts on modification of consent decree but reversed ruling on mandatory orders, holding that Monitorship was advisory.

**November, 1959** Supreme Court declined to hear union's appeal on convention question.

**March, 1960** Union filed suit seeking O'Donoghue's ouster as Monitor chairman.

**April, 1960** O'Donoghue sought ouster of Teamster President James R. Hoffa.

**July, 1960** Court of Appeals ruled courts could not oust union officers and urged an early convention and return to full autonomy for the union.

**July, 1960** O'Donoghue resigned as Monitor chairman. The Board has held no meetings since that time.

**August, 1960** Attorneys for parties to the case began meetings looking toward settlement of all outstanding issues.

**February, 1961** Judge Letts rules favorably on union motion seeking new convention (see story, Page 3).



### 3 Locals Aid N Y Brewery

Teamster Locals 1096, 323 and 1 came to the aid of the free enterprise system last month when members employed at the Jacob Ruppert Brewery in New York agreed to keep the company in business by accepting a 10% rotating work, lay-off program.

Philip Sipser, lawyer for the local, said that top management of the nationally-known Ruppert Brewery had also voted to sacrifice present economic gains.

#### Executive Pay Cut

John Waldron, Ruppert Vice President, announced that he would accept a 50 per cent slash in his present \$50,000 annual salary. Other top-ranking employer representatives agreed to have their salaries reduced by at least ten per cent.

John Hoh, secretary of the New York City Brewery Workers Joint Board, said that the Board and the company agreed that all employees over 65 years old would be urged to retire immediately, and that they would be paid \$20 a week bonus for 52 weeks over and above their regular pensions.

Sipser said that Ruppert in 1960 lost approximately \$2,500,000. He added that both the Teamsters and management had high hopes of the company staying in business through a program of mutual cooperation.

Automated brewery equipment, which was installed in the latter part of 1960, forced a reduction in the number of Teamster members employed in the plant. However, Vice President Waldron pointed out that the profit and loss picture had been substantially improved.

"We look forward to being in the black in 1961 operations," Waldron stated.

#### Teamster Cooperation

He added that he felt the cooperation of the Teamsters and management to save the Ruppert Brewery could be made 70% effective within the next two weeks.

The plan would be rounded out with the other 30% in April. That is the date set for retirement of about 60 workers who are 65 or older.

The officials of the Teamster locals are Henry Bartels (1); Al Tighe (323); and John Boisit (1096).



New York Teamsters provided transport facilities.

## Teamsters and AFL-CIO Locals Join To Assist Tennessee Sharecroppers

Seven hundred Negro families in Tennessee learned last month that local and areawide cooperation between Teamster members and members of the AFL-CIO unions is a reality rather than a myth.

Their positive proof was a Teamster driven 10-ton truck loaded with food and clothing provided by members of Teamster Joint Council 16, the United Auto Workers Local 25 and the Hotel and Club Employees Local 6 in New York.

The recipients were Tennessee Negro sharecroppers who have been punished for registering and voting in the 1960 Presidential Election.

The first Teamster-driven truck left New York City on the morning of February 15 on its 1500-mile mercy mission to dispossessed Negro sharecroppers in Fayette and Haywood Counties in Tennessee.

The food and clothing donations were made by members of the Auto Workers local and the Hotel and Club Employees local, both of the AFL-CIO. The entire task of providing the truck and drivers for the long journey was undertaken by the Teamsters Joint Council.

The urgent need for food, clothing and medical supplies is shared by some 700 Negro families dispossessed

from their homes and land for having insisted upon registering to vote in the 1960 elections.

The families, living in tents in a self-named "Freedom Village" on fields owned by a Negro landowner, have faced virtually total economic boycott since their initial efforts to register and vote in the two Tennessee counties.

Reports received from the needy families indicate that every pound of food and every gallon of fuel must be transported into their 'village' from distant points of supply because of the refusal of local merchants to sell them any of their needs.

Since their land has been taken away, most families are totally dependent upon outside aid for survival.

The huge truck, first of several to follow, was obtained from the Jacob Ruppert Brewery and driven by Teamster brewery drivers.

Local 259's food and clothing collection continues as part of an areawide undertaking of Region 9A of the United Auto Workers, headed by Charles Kerrigan, Regional Director. The Teamster effort is under the direction of Joint Council 16 President and Teamster Vice President John J. O'Rourke.





## **Mass Meeting Spotlights Dangers**

# **Piggyback Issue Growing**

**MICHIGAN** Lieutenant Governor T. John Lesinski warned last month that his state may have to stretch a five-year highway program into a 10-year program because of the loss of tax revenue from the trucking industry.

Lesinski, representing the Democratic Administration in Michigan, spoke to over 500 Teamster members crowded into a meeting room in the Civic Auditorium at the State Capitol in Lansing late last month. His opening remarks kicked-off a panel forum and workshop meeting of a citizens' group concerned about the many Teamster members who have been forced out of work because of the railroads' discriminatory piggyback rates approved by the Interstate Commerce Commission.

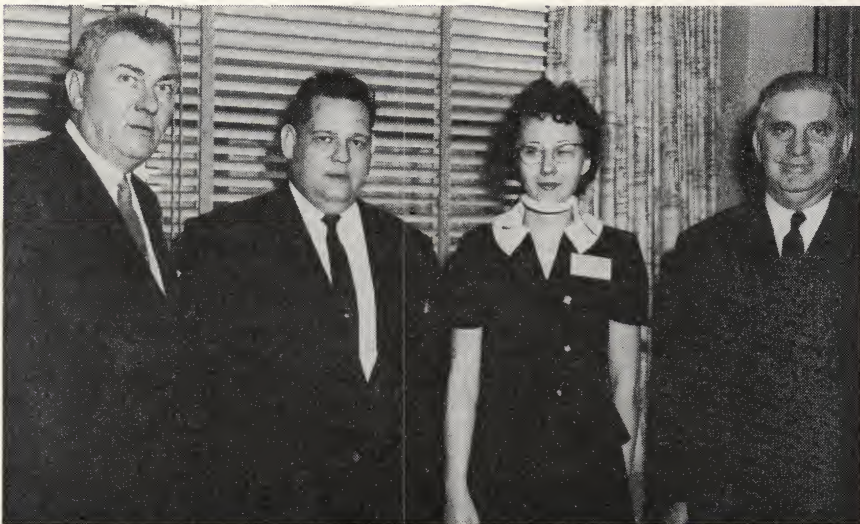
The meeting was organized by Southern Michigan citizens that include Teamster wives and members of the community. Similar groups have been organized throughout the Midwest to protest the discriminatory rates given the railroads by the ICC. The railroads are intent on invading and pirating the trucking industry.

Lesinski called the railroads' piggyback rates "discriminatory and confiscatory." He made it very clear that

he did not oppose piggyback operations or the railroads themselves. The point that he stressed throughout his remarks was that he was opposed to the ICC approving piggyback rates for the railroads that would force trucking companies out of business, and Teamster members out of work. In

addition to unemployed Teamster members, there are 350,000 unemployed workers in the state of Michigan because of the recession.

The Mayor of Lansing, Ralph W. Crego, introduced the panel forum that included Otto Wendel, Teamsters legislative representative in Michigan,



Lt. Gov. Lesinski poses with Mrs. Evonne Hammett, president of the Highway Transport Auxiliary, following mass meeting in Lansing, Mich., to discuss discriminatory railroad piggyback rates. Otto Wendel, Michigan Teamster legislative representative, is to the left of Lesinski, and at the extreme right is Denton Jolley, legal advisor for Lansing car hauling firm.



"Costume's Right, Expression's Good, Now Remember . . ."

Vern Caid, traffic manager for Commercial Carriers, H. A. Lynch, vice president of Auto Carriers, Inc., and Denton Jolley, counsel for Howard J. Soper, Inc.

Lloyd McKim, president of Teamsters Local 580 in Lansing, did not participate in the program, but he pointed out to newsmen that not a single automobile has yet been piggybacked out of Lansing. He explained that the citizens' group in charge of the meeting was aware of what was happening to Teamster members in neighboring cities, particularly in the car hauling business.

McKim said that the meeting, perhaps the biggest of its kind, was the spontaneous reaction of people who are "very much aware of the contribution that the trucking industry and Teamster members make to their Federal, state, and community governments. They do not want it destroyed," he said.

The panel of transportation experts was swamped with questions from the large audience that included truck stop operators, motel owners, many Teamster members, and representatives of car haul companies.

Vern Caid of Commercial Carriers, in answer to a question, gave an indication of the economic situation facing the car hauling companies. He was asked how many tractors and trailers his company would license in 1961 as compared to 1960. (Many Teamster members working for Commercial Carriers own their own tractors.)

Caid replied, "We licensed 360



tractors and trailers in 1960. This year we plan to license only 100."

Simple mathematics indicates that this is a decrease of approximately 72% in equipment. A corresponding

decrease in revenues indicates that Commercial Carriers is being driven to the wall by the monopoly-hungry railroads. It also means unemployment for Teamster members, a loss of tax revenue to Federal, state, and local government, a loss of revenue to gas station operators, truck stop operators, motel operators, and other business operations dependent upon the trucking industry for income.

Wendel, the Michigan Teamsters legislative representative, told the meeting that a resolution would be introduced in the Michigan Legislature memorializing Congress to investigate the railroad piggyback rates approved by the ICC.

Wendel said that petitions bearing the signatures of 100,000 citizens affected by the discriminatory rates would be gathered, and that three days had already produced 18,000 signatures.

The petition urges not only the national Congress to look into the ICC policy of approving rates for the railroads, but also urges the Michigan government to make an investigation.



Teamster pickets in Kansas City last month demonstrated against ICC-railroad rate-making policies which have discriminated against trucking companies and put members out of work.



## IBT Offers Support to Government Bodies

President James R. Hoffa announced last month that the Teamsters Union hopes to be included on government boards, councils and panels named by the Kennedy Administration to deal with labor-management problems.

The union released the text of a telegram sent by Hoffa to Secretary of Labor Arthur J. Goldberg. The telegram stated:

"Reaffirming the policy of the International Brotherhood of Teamsters, it is our announced desire to serve on

all government boards, councils, panels, etc., where labor, management and the public are represented, affecting the welfare of our fellow citizens.

"I wish to advise you that the IBT, representing over 1,700,000 members and their families, is fully prepared to be helpful in the work of such bodies and in the formulation of policies affecting the welfare of working men and women."

In a statement issued later, Hoffa said, "we hope to cooperate with and assist in all proper and adequate meas-

ures taken by the Administration to cope with the major problems presented by the recession and unemployment, and to be represented in all joint discussions dealing with the question of collective bargaining and the role of trade unionism in America.

"As the largest union, we feel that we have a major contribution to make to such deliberations and we are prepared to lend our fullest cooperation to the task of finding solutions to the huge economic problems facing the workers of this country."

## Unemployment Continues to Rise

Unemployment increased sharply during the early winter in virtually all of the nation's major industrial centers, resulting in the reclassification, to reflect higher joblessness, of 48 of the nation's 150 major industrial areas.

This announcement came from Secretary of Labor Arthur Goldberg last month. More than half of the 150 major industrial areas are now classified as having substantial unemployment, he said.

Department officials said surveys conducted by state employment security agencies showed that between November and January the aggregate rise in unemployment in the 150

major areas totaled about 50 per cent. It added that manufacturing employment—both durable and nondurable goods industries—continued to decline in four-fifths of the 150 areas.

The surveys showed that in many areas the deepest employment losses occurred in construction, hard hit by winter storms and a continuing decline in homebuilding. Durable goods industries, according to the surveys, also played a significant role in the general employment decline, with heaviest losses in areas producing primary and fabricated metals, non-electrical machinery, and automobiles.

Twenty-five of the 48 reclassified

areas were added to the list of major areas with substantial labor surpluses, bringing the number of such areas to 76, largest total reported since the low point of the 1958 recession when 89 major areas were so classified.

Some of the largest metropolitan areas in the nation were among the 25 areas added to the substantial labor surplus grouping. They include: Philadelphia, Pa., Cleveland, Ohio, Baltimore, Md., Los Angeles-Long Beach, Calif., St. Louis, Mo., Peoria, Ill., Kansas City, Mo., Akron, Ohio, Allentown-Bethlehem-Easton, Pa., Asheville, N. C., Corpus Christi, Tex., Flint, Mich., Grand Rapids, Mich., Knoxville, Tenn., Louisville, Ky., Mobile, Ala., Newark, N. J., New Brunswick-Perth Amboy, N. J., Portland, Oreg., Savannah, Ga., Tacoma, Wash., Toledo, Ohio, Trenton, N. J., Worcester, Mass., and York, Pa.

Twenty-nine areas were added to the list of smaller areas with substantial labor surpluses, bringing that total to 152.

With regard to the future outlook, the summary pointed out that manpower requirements reported by employers to local public employment offices indicated that the majority of the 150 surveyed areas expected non-farm employment to begin to edge up slightly by mid-March. Such non-farm employment pick-up expected by March will be largely in seasonal activities such as construction, trade, apparel, and other nondurable goods industries. Aggregate labor needs this year, as anticipated by employers, are somewhat smaller than those which had been forecast for the same period in both 1959 and 1958.

## Teamsters 'Put' JFK in White House



Teamster members of Local 639 in Washington, D. C., last month had the job of moving President Kennedy into the White House. The men are shown above moving furniture and personal effects from Kennedy's Georgetown home for the move across town.



## Our Growing Recession

# No Action Yet from Congress

**THE FIRST** 100 days of the Kennedy Administration nears its half-way mark, and the new 87th Congress has not enacted into law a single legislative proposal submitted by President Kennedy to stimulate the nation out of its worst recession since the Great Depression of the 1930's.

The Kennedy Administration's anti-recession program rests in four primary legislative proposals. They include: extending unemployment benefits for unemployed workers whose benefits have expired; providing Federal financial aid to dependent children of unemployed fathers; improving Social Security benefits; and enacting a \$390-million program of redeveloping depressed areas.

Kennedy's philosophy for stimulating the nation's economy out of the recession is to put many of the unemployed people back to work immediately and to provide unemployment benefits to those who cannot be put back to work until the economy has more fully recovered.

This differs substantially from the Eisenhower philosophy. The former President and his Administration believed in the "trickle down" theory. Basically, this theory is that, as long as you keep business healthy and prosperous, some of that health and prosperity will trickle down to the working people.

The theory behind Kennedy's anti-recession program is loosely referred to as the "consumer purchasing power" theory. The belief here is that as long as the consumers (the working people) have money they will purchase the products of industry. This in turn keeps industry operating, and prevents massive unemployment.

The answer to why Congress has shown so little initiative to act favorably on Kennedy's legislative program is both frustrating and complicated. It is frustrating because there are nearly 6,000,000 working people unemployed, and industry is operating as much as 50% below normal operations. It is complicated because it is difficult to place the blame for this apathy.

If you had to seek out one group

to blame, it would have to be the Republican leadership in Congress, namely Senator Everett Dirksen of Illinois and Congressman Charles Halleck of Indiana.

These two men, along with lesser Republican leaders, effectively prevented Congressional Committees from holding hearings on Kennedy's anti-recession program for several weeks. They accomplished this by holding back committee appointments until Congress had been in session nearly six weeks.

Secondly, the majority of the Republicans are opposed to Kennedy's program for no clear reason other than what they describe as "responsible opposition." They constantly minimize the seriousness of the recession by pooh-poohing the huge number of unemployed workers, and the slowdown and shutdown of industry.

Whether President Kennedy or the Southern Democrats should next be blamed is difficult to say. However, it is a traditional practice of Southern Democrats, despite protests to the contrary, to join with the Republicans to block all progressive social legislation no matter the condition of the nation's economy. This is called the Dixiecrat-Republican coalition.

President Kennedy must share a

good degree of the blame for the lack of action by Congress. This is because his legislative proposals resemble the Republican National Convention's legislative program more than the Democratic National Convention's.

The Kennedy proposals are watered-down from the liberal Democrat tradition to the degree that liberal Democrats and the few liberal Republicans have difficulty in finding the enthusiasm to go out and fight for them. This has created a void in leadership.

All of this foot-dragging and general apathy, despite continued pleas from Kennedy and his Administration, has its effect on Teamster-supported legislation badly needed by the trucking industry.

The huge number of unemployed workers includes many thousands of Teamster members. Many Teamsters have been forced out of their jobs as a result of the Interstate Commerce Commission's approval of discriminatory rates for the railroad industry.

Because these Teamster members are not unemployed due to the recession, it is wishful thinking to believe that Congress will enact the necessary amendments to the Interstate Commerce Act until it has enacted Kennedy's program to assist



The grim face of unemployment stalks the nation.



over 5,000,000 unemployed because of the recession.

Teamster officials and trucking industry officials have urged privately and publicly that Congress enact a clarifying amendment to Section 15(A)(3) of the Interstate Commerce Act. This section was added to the Act in 1958. The Interstate Commerce Commission has relied on this section to provide the railroads with discriminatory rates to invade the trucking industry.

Section 15(A)(3) presently provides: "Rates of a carrier shall not be held up to a particular level to protect the traffic of any other mode of transportation, giving due consideration to the objectives of the National Transportation Policy declared in this Act."

This amendment is the only basis that the ICC has referred to for support of its retreat from traditional methods of establishing rates. The fact that the amendment states clearly that consideration must be given to the objectives of the National Transportation Policy has not prevented the ICC from approving discriminatory, non-compensatory rates for the railroads. The National Transportation Policy forbids destructive rate cutting by any segment of the transportation industry, and specifically calls for a balanced transportation industry.

Clarifying Section 15 (A)(3) is probably the most important legislative task facing the Teamsters and the trucking industry. Congress must make it clear that it was not its intention to destroy any segment of the trucking industry. This is necessary because, so long as railroads control appointments to the ICC, the railroads are going to benefit from any interpretation of transportation law that is left up to the ICC.

The Teamsters Union has endorsed Kennedy's anti-recession program "as far as it goes," but has warned that "it does not go far enough." Sidney Zagri, Teamsters national legislative counsel, testified before the House Ways and Means Committee in mid-February on Kennedy's extended unemployment compensation proposal.

Zagri said, "While the Administration's bill recognizes in principle that unemployment is a national problem, it falls far short in providing the necessary machinery for coping with this problem, even temporarily . . .

"While it is essential that temporary relief be granted, it is of the ut-

most urgency that recognition be given to the antiquated and unrealistic nature of our present unemployment compensation system," he declared.

In addition to recommending a national 39-week minimum of unemployment compensation, and national coverage for all unemployed workers, Zagri urged the committee to include a 12-month moratorium on mortgage foreclosures and repossessions on homes as well as chattels for all working people covered by the unemployment compensation law.

AFL-CIO President George Meany issued a statement a few days later in Miami Beach, Fla., where the AFL-CIO executive group is meeting. He also described the Kennedy program as being good as far as it goes, but criticized the President for not going far enough.

For example, in last year's Congress the then Senator John Kennedy sponsored a minimum wage bill that would immediately increase the present \$1.00 minimum wage law to \$1.25. It would also have extended the law's coverage to 7,800,000 working people not now covered.

Now, however, President Kennedy urges Congress to increase the minimum wage to \$1.25, but over a three-year period in steps of \$1.15 to \$1.20 to \$1.25 in 1963. Only 4,300,000 new workers would be brought under the law, and their minimum wage would not reach \$1.25 until 1964—four years from now under the 1961 model of Kennedy's proposal.

## Charlie Bond, Truckaway Figure, Dies

Ohio Teamster members and the trucking industry mourned the recent passing of C. E. "Charlie" Bond, for 18 years secretary-treasurer of Teamsters Local 964 in Cleveland.

Bond's friends did not just number Ohioans. He was known and respected throughout the nation. Surviving him are his wife and son, and his mother.

The National Truckaway and Driveaway Conference, consisting of union representatives and employers' representatives, were meeting when they received news of Bond's death.

They adopted a resolution, which described Bond this way:

"Charlie was devoted to the ideals of unionism and sound union-management relations, which fact is attested to by the many offices and responsi-

This is what Teamster officials and officials of other labor organizations mean when they say that Kennedy's anti-recession program is "good as far as it goes, but it does not go far enough."

Other important legislative proposals supported by the Kennedy Administration, and the Teamsters Union, include: Federal aid to education, a Forand-type medical program for elderly citizens, and common situs picketing.

The Teamsters Union will also ask Congress to amend the Landrum-Griffin law to remove its union-busting, strike-breaking provisions. This is expected to take longer than just one session of Congress because President Kennedy has passed down the word that he does not want these anti-labor provisions removed this year.

Just how long it will take Congress to enact the anti-recession proposals is not known. House hearings on expanded unemployment compensation, aid to dependent children of unemployed fathers and an increased minimum wage bill have been completed, and House hearings are now underway on the depressed areas legislation.

When the House finishes action on these, they must then go to the Senate for action. The first three Kennedy proposals should become law sometime in late March, but the depressed areas seems certain to be headed for trouble, and could easily take until June to be enacted into law.

bilities which he accepted and labored at with all of his vitality.

"Those Union representatives who knew Charlie as an associate and brother, and those employers who knew him through his representation of their employees, and association with him through the Automobile Transporters Labor Division, knew him as a friend.

"He had a sincere interest in the welfare of the employers with whom he dealt. He will be remembered for his clarity of thought, devotion to work, qualities of leadership and cordial understanding of and consideration for others.

"Charlie contributed much toward good, sound labor-management relations in the automobile transporting business, and he will be greatly missed."



# Inter-City Trucking Up 120% In Decade

**THE CONTINUING** dynamic growth of the American trucking industry and its vital role in the nation's economy—a 120% increase in inter-city ton-miles since 1949—is reflected in a report just issued by the American Trucking Associations.

John J. Gill, ATA president, reports that inter-city ton-miles increased to an estimated 280 billion, a jump of 153 billion ton-miles over 1949.

He also reported that truck registrations in the U. S. are now up to 11.5 million, compared with 8.3 million just 10 years ago, and that rural vehicle miles for trucks increased by more than 60 percent in the past decade, to a total of 79.3 billion in 1959.

Annual gross revenues of U. S. trucking firms increased by \$4.2 billion over the same period, with refrigerated solids showing the most

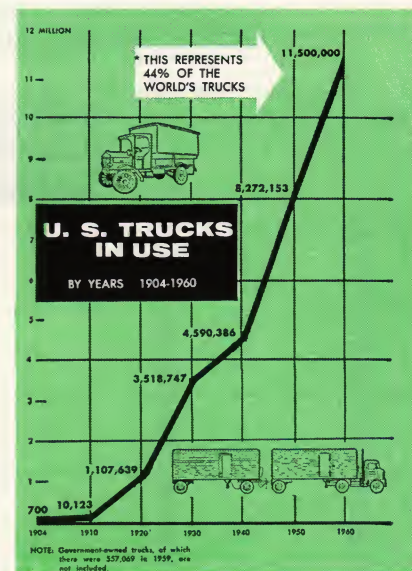
outstanding tonnage increase among all commodity groups. Revenues were \$7.1 billion for all regulated interstate trucking firms for 1959, compared to a 1949 total of only \$2.9 billion.

The report, called "American Trucking Trends—1960," points out that trucking now employs more than 7,000,000 persons; buys 14.5 billion gallons of motor fuel annually, and spends approximately \$3.9 billion for new equipment, parts and accessories.

In addition to its role as a major consumer of supplies and services, trucking generates \$2.8 billion annually in taxes for highway use (see story, page 24).

The report points out that statistics show total trucking expenditures to be equivalent to nine percent of the nation's Gross National Product.

Describing the nation's truck fleet,



the report points out that "the motor truck has developed from an undependable, improvised contraption in its earliest days to a mainspring of the nation's economy."

In 1904, only 700 trucks were in use. In 1959, there were 11,500,000 in regulated interstate trucking, not counting 557,069 government-owned trucks.

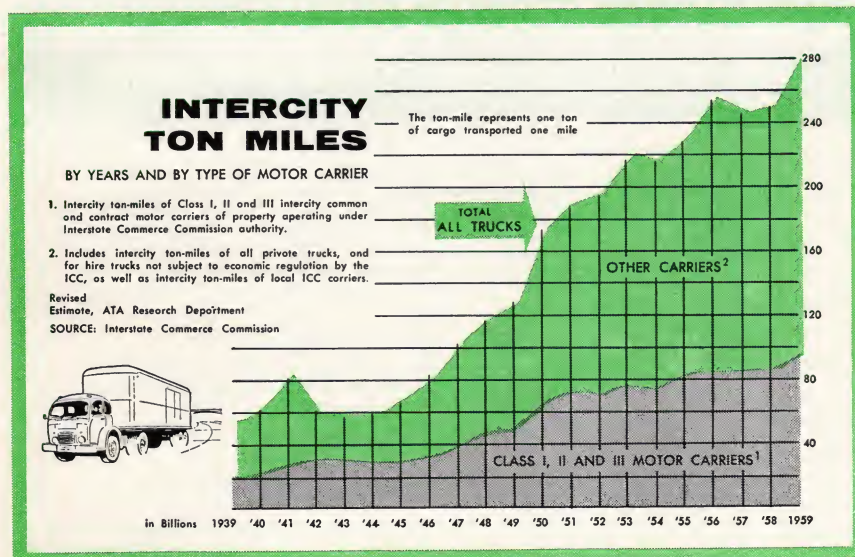
The ATA report breaks down the 11.5 million trucks as follows: 940,700 in the for-hire (or common carrier) industry (of which 614,465 are single unit trucks and 326,235 are combinations); and 10,559,300 private carrier trucks, including an estimated 3 million farm trucks. Of the 10.5 million private trucks, 359,016 are combinations and the remainder single unit trucks.

## Boost in 20's

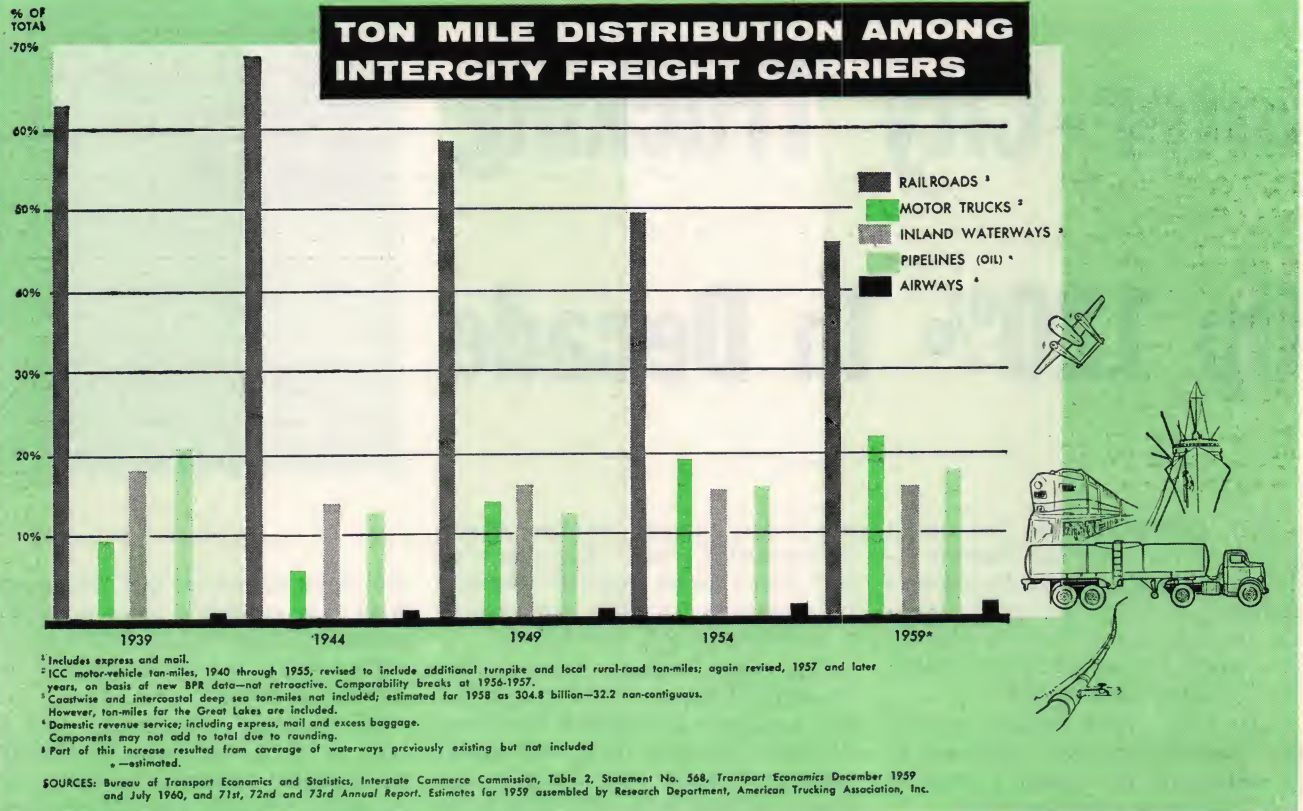
The growth of the national highway building program in the 1920's and the substitution of pneumatic tires for solid rubber gave the first major boost to trucking. Communities became more closely connected and a new pattern of inter-city freight movement began to develop.

During the depression of the early 1930's, the unique utility of trucking established itself, the report points out. Merchants and manufacturers found that fast, frequent, dependable truck service could reduce the need for large stocks of goods and materials.

Since that time, the development of new and different types of trucks, specialized for the transportation of varied products, has continued to spur







the development of motor transportation of freight.

Today, no "off line" point is out of the main stream of commerce, now that virtually any type of freight movement can travel all or part of the way by truck.

In colonial days, the report shows, the building of turnpikes and post roads was a first vital step as the country moved inland from the eastern seaboard. Next, commercial development was advanced by the construction of canals. Then, as railroads opened the West, canal transportation all but disappeared from the scene. Since the turn of the century, the internal combustion engine has brought a new era in transportation.

A study of for-hire and private traffic on various modes of transportation reflects the steady growth of trucking as a means for transporting goods.

In 1939, railroads were responsible for 62.34% of the ton-miles recorded by inter-city freight carriers, with inland waterways accounting for 17.71%; pipelines (oil), 10.23%; motor trucks, 9.72%; and airways, .002%.

Twenty years later, in 1959, the picture in ton-miles had changed considerably: railroads were responsible for 45.38%; trucks, 21.83%; pipelines

(oil), 17.54%; inland waterways, 15.20%; and airways, .052%.

In terms of revenue distribution, railroads in 1939 received 74.73% of the gross operating revenue from transportation of property. Regulated inter-city truck carriers got 17.95%. By 1959, the railroads' percentage was 49.95, compared to 42.02% for motor carriers. These figures are for federally regulated carriers only.

Pointing out the geographical location of the nation's Class I and Class II carriers in 1959, the report lists Chicago first, with 118, followed by: New York, 106; Los Angeles, 95; St. Louis, 50; Detroit, 48; Philadelphia, 47; Cleveland, 45; Pittsburgh, 37; Houston, 36; Baltimore, 32; Boston, 32; Seattle, 30; Kansas City, Mo., 30; and Dallas, 30.

The report states that "the trucking

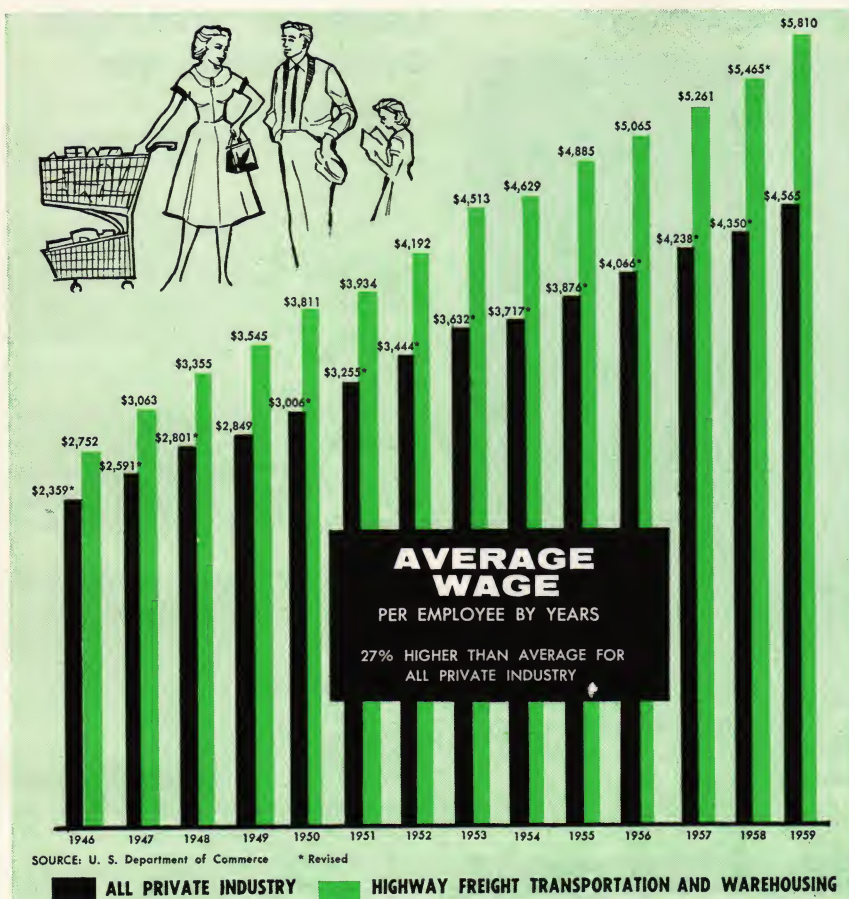
## DISTRIBUTION OF TRUCKS BY TYPE OF VEHICLE AND TYPE OF USE

Trucks & Combinations:	PRIVATE*		FOR-HIRE	
	Number	Percent of Total	Number	Percent of Total
Single Unit Trucks—				
2-axles, 4-tires	7,163,429	67.84	191,809	20.39
2-axles, 6-tires	2,887,969	27.35	382,112	40.62
3-axles	148,886	1.41	40,544	4.31
All Single Unit Trucks	10,200,284	96.60	614,465	65.32
Combinations—				
3-axles	161,557	1.53	111,191	11.82
4-axles	154,166	1.46	154,181	16.39
5-axles or more	43,293	0.41	60,863	6.47
All Combinations	359,016	3.40	326,235	34.68
TOTAL	10,559,300	100.00	940,700	100.00

\* Of the 10,559,300 Private Trucks, more than 3 million are farm trucks.

SOURCE: Based on vehicle distribution, Table 2, THIRD PROGRESS REPORT OF THE HIGHWAY COST ALLOCATION STUDY, Bureau of Public Roads.





industry not only has doubled its share of freight shipments measured in ton-miles since the end of World War II, but its volume reflects new business stimulated, in part, by the availability of truck service.

"Shipment of refrigerated and frozen fruits and vegetables by regulated motor carriers alone virtually tripled during this period because specially-tailored truck service has brought these food items to every corner of the land.

"The post-war speedup in construction has benefited from truck service also, with regulated carriers now carrying three times as much of these materials as in 1947.

"Dairy, poultry, and livestock shipments have been moving in increasing volume by truck, as have the products of industry and mines."

Breaking down motor carrier tonnage by commodity classes, the report ranks the commodities in this order: 1) refrigerated solid products; 2) household goods; 3) heavy machinery; 4) building materials; 5) liquid petroleum products; 6) general freight; 7) agricultural commodities; 8) all other commodities; 9) motor vehicles; 10)

refrigerated liquid products; 11) film and associated commodities.

The report also points out that the trucking industry provides direct employment for more than 7,000,000 Americans, not including those engaged in the manufacturing of trucks and equipment, or public garage operations. Average wage in the industry has increased from \$2,752 per year in 1946 to \$5,810 per year in 1959, or 27% higher than the average for all private industry.

### Teamsters Beat Raid by IAM

Teamsters Local 229 in Scranton, Pa., overwhelmingly defeated the Machinists Union in a recent NLRB decertification election demanded by the Machinists in a raid on Local 229.

The Machinists' target was 225 Teamster members employed at Trolley Corporation.

In the NLRB's secret ballot election, Teamsters Local 229 received 128 votes, and the Machinists only 43.

## ATA Arbitration Stand Attacked

Members of the American Trucking Association were urged last month to repudiate the endorsement of compulsory arbitration announced earlier by the ATA executive board.

Teamster President James R. Hoffa made the suggestion that ATA members reverse the action of the ATA executive group. He predicted flatly that he was confident that the trucking industry employers would repudiate the newly adopted policy.

He said that truck employers do not want an outside decision by government officials in collective bargaining any more than the Teamsters Union wants interference.

"More employers are against compulsory arbitration than there are in favor of it," Hoffa said. "The policy will be revoked, you wait and see. It won't happen because the industry will reject it."

Hoffa's statements came in response to an announcement by John Lawrence, ATA manager director, that legislation to carry out the principles of compulsory arbitration was being drafted.

According to Lawrence, the ATA group acted on a resolution adopted by the Wisconsin Motor Carriers Association, which was referred to the parent body.

Hoffa disputed Lawrence's contention. He said that he had phoned leading Wisconsin truck operators to inquire about the resolution. They informed him that they knew nothing about the resolution, he said.

Compulsory arbitration has been described by Hoffa as the first step towards "fascism" in labor-management relations. He told Senator Winston Prouty of Vermont last spring that the Teamsters Union is unalterably opposed to any form of compulsory arbitration.

Lawrence's announcement to the press complained of Federal and state regulation of trucking, but complained, at the same time, that there was no Federal and state regulation of free collective bargaining.

He said that ATA would draft legislation to "permit the Federal government to appoint impartial panels to settle grievances and to participate in collective bargaining between labor and management, and further that such arbitration be compulsory upon both labor and management in the trucking industry."



## Hoffa Talks to Management



Teamster President James R. Hoffa spoke to the Westchester Chapter of the Society for the Advancement of Management in Yonkers, N. Y., last month. He discussed goals and policies of the Teamsters Union.

## NAACP Accuses AFL-CIO of Widespread Discrimination Against Negro Workers

The National Association for the Advancement of Colored People has accused the AFL-CIO of widespread discrimination against Negro workingmen and women.

Herbert Hill, NAACP's labor secretary, prepared the report which was approved by the NAACP's board of directors. In his report, Hill made these charges:

"The national labor organization (AFL-CIO) has failed to eliminate the broad pattern of racial discrimination and segregation in many important affiliated unions.

"Trade union activity in the civil rights field since the AFL-CIO merger has not been marked by a systematic and coordinated effort to eliminate discrimination and segregation with local unions."

Hill charged that AFL-CIO President George Meany's Plumbers Union, and the railroad unions were the worst offenders.

Four specific types of discrimination were listed in the report by Hill:

1. A flat ban on Negro members.

Such a prohibition is still in the constitution of the Brotherhood of Locomotive Firemen and Enginemen, and is practiced by many building trades locals.

2. Segregated or Jim Crow locals of all-white or all-Negro members. The Carpenters, Hod Carriers and Brotherhood of Railway Clerks are among those with Jim Crow locals.

3. Separate seniority rosters for white and Negro members that restrict Negroes to unskilled jobs. The report said this affected many thousands of Negroes in Southern paper and pulp mills, oil refineries and chemical, textile and steel plants.

4. Union-run apprentice training programs that bar Negroes. They are common in the printing and metal trades as well as the construction and rail unions.

The International Brotherhood of Teamsters has on several occasions received tribute from Negro organizations for the fact that it does not tolerate racial discrimination or segregated locals.

## Lack of AFL-CIO Organizing Hit

The dramatic failure of AFL-CIO affiliated unions to organize new workers was under fire last month from two sources.

Monsignor George J. Higgins, social action director for the National Catholic Welfare Conference, told a United Mine Workers (Independent) convention that labor should "get off dead center and back into the organizing swing we knew in the 1930's."

And John Livingston, AFL-CIO organizing director, told the federation's executive council meeting in Miami that their unions are staging a losing battle in organizing new workers.

Monsignor Higgins, declaring that organized labor seems to be "pretty much at a standstill," told the UMW that "unions are not keeping pace with the growth of the labor force. . . . It is a sad day when labor stops organizing the unorganized."

He warned that the only alternative to extensive labor organization is "excessive government regulation" of working conditions.

Livingston reportedly told a closed-door session of AFL-CIO leaders that, where all the nation's unions had enlisted 40 per cent of organizable workers five years ago, the proportion is now down to 38 per cent.

Livingston also reportedly told the council members that independent unions like the Teamsters and Mine Workers are winning bigger groups of new members proportionately than the AFL-CIO's own unions.

The Teamsters Union, nation's largest and main target of the intensive anti-labor fight which has buckled so many other unions, continues to grow impressively at a time when other unions are standing still or losing members.

Teamster membership late last year climbed to an all-time high of 1.7 million members. Even this growth of more than 100,000 members in less than four years does not reflect the extent of Teamster organizing activity. Considerable layoffs in certain segments of the Teamster jurisdiction and the impact of automation in such industries as warehousing have resulted in an unknown number of members withdrawing from the union. The net gain in membership, therefore, does not fully reflect the actual gain.



# Canadian

## OVER-THE-ROAD



## FREIGHT STUDY ISSUED

CANADIAN TEAMSTERS got a big boost toward uniformity of wages and conditions last month with publication of the Canadian Over-the-Road Freight Study, most comprehensive survey ever made of drivers' contracts in the Dominion.

President James R. Hoffa said "this project details, for the first time, the nature and scope of Teamster over-the-road agreements in Canada. . . . It is my hope that this study will bring home to every Teamster from Vancouver to Quebec the importance of achieving agreement uniformity."

The study was published by the National Over-the-Road Division headed by International Vice President Thomas E. Flynn, chairman of the Eastern Conference of Teamsters. It was prepared by the Eastern Conference research department.

The study, with introductory messages in both English and French by Hoffa, General Secretary-Treasurer John F. English, and Flynn, is based upon a comparison of contracts in force in the eight Canadian locals involved in over-the-road freight operations. A study of Canadian local cartage contracts is forthcoming.

"We are all aware," Hoffa said, "that Canada has some freight problems which are similar to those in the United States, but Canada also has many problems which are quite different."

"One thing stands out, however. In those areas where common action has been required, mutual assistance among Teamsters in both countries has benefited Teamsters everywhere."

"Today, when the large freight firms operate interchangeably in both countries, continued cooperation among Teamster freight locals is needed more than ever. With piggy-back running rampant in both coun-

tries, greater common effort is needed to insure that the high standards of Teamster agreements will continue to protect our membership."

In English's message to the Canadian Teamsters, he pointed out that until recent years, the principal method of freight transportation throughout Canada was by rail. "Now, with the expansion of Canada's interlocking highway network," he said,

"an ever-increasing percentage of freight traffic is handled by truck."

Paralleling the increase in freight truck movements has been the growth in Teamster membership. English pointed out that there are presently more than 40,000 Teamsters in the Dominion, "an outstanding tribute to the diligent organizing efforts of all Canadian Teamsters."

"The future promises many things

### Quelques Citations

"... La présente recherche détaille, pour la première fois, la nature et le but des contrats Canadiens des chauffeurs de camions opérant sur longue distance. . . . Cette étude fut préparé dans le but d'assister les locaux Canadiens des chauffeurs de camions afin d'obtenir L'uniformité dans les contrats de fret. . . . C'est mon esperance que cette étude convaincra chaque membre de l'Union, de Vancouver à Québec, de l'importance d'accomplir l'unité dans nos contrats de travail. Ce ne sera que grâce à une telle unité que nous pourrons continuer de progresser aux mêmes niveaux élevés comme nous l'avons fait dans le passé."

JAMES R. HOFFA  
*Président Général*

"... Parallèlement, L'augmentation du transport du fret par camion e été la croissance dans le nombre des membres de l'Union. Actuellement, il y a plus de quarante mille membres au Canada, représentant un tribut éclatant envers les diligents efforts d'organisation de tous les membres Canadiens de l'Union. L'avenir promet beaucoup pour nos membres Canadiens. . . ."

JOHN F. ENGLISH  
*Secrétaire-Trésorier Général*

"Je peux sincèrement dire que cette étude est le produit de la 'coopération internationale.' Sans la coopération de tous les locaux Canadiens du fret et sans le support constant de notre Union Internationale, cette étude n'aurait jamais été complétée. . . ."

THOMAS E. FLYNN  
*Directeur, Division Nationale  
pour Longue Distance*



for Teamsters in Canada," English declared. "Indeed, estimates have been made that Canada will someday have approximately 250,000 Teamsters. . . ."

Flynn said the study was the product of "international cooperation." He praised the unstinting cooperation of all Canadian Teamster freight locals and the International Union in the preparation of the study.

A total of 22 over-the-road freight agreements were included in the study, Flynn said. He said it pointed up "three basic patterns of similarity. . . . Freight agreements in the various Canadian branches of each conference tend to follow the agreement pattern for the particular conference area—", such as Eastern, Central and Western.

Local unions covered by the study are: Local 76, St. John, New Brunswick; Local 106, Montreal, Quebec; Local 605, Vancouver, British Columbia; Local 879, Hamilton, Ontario; Local 880, Windsor, Ontario; Local 927, Halifax, Nova Scotia; Local 938, Toronto, Ontario; and Local 987, Calgary, Alberta.

The study, a companion piece to earlier national over-the-road and local cartage surveys made in the United States, compares contract provisions of all kinds as a first step to trying to achieve contract uniformity.

## Hourly Increases Top \$1 Mark

Teamsters Local 21 in Hannibal, Mo., has won more than \$1.00 per hour in increases over a four-year period for employees of a grocery company in Quincy, Ill., Pete Harris, secretary-treasurer, reported last month.

When 14 drivers and warehousemen employed by the Ann Kohl Grocery Co. joined Local 21 in August, 1959, their wages ranged from \$1.06 to \$1.30 per hour. Under terms of a new three-year contract just negotiated, their wages will be a standard \$2.30 per hour by Sept. 1, 1963.

Harris reported that by 1963, all grocery warehouses in the Hannibal-Quincy area will have a minimum \$2.30 wage in effect, with some even higher.

The new contract also calls for a pension program beginning in 1963. Central Conference representative Dan Porter aided Harris in the negotiations.

## Auxiliary Sets Up 'Loan Closet'



Some of the very active Auxiliary members show some the equipment making up their new "loan closet" project. From left to right are: Mrs. William Coberly, trustee and past president; Mrs. Orville Huston, chairman of the "loan closet" and past president; Mrs. Elmer McGraw, trustee; Mrs. Manford Maddox, president; Mrs. Walter Butler, vice president; Mrs. Walter Kempf, treasurer; Mrs. Kenneth Maddox, trustee; and Mrs. Joseph Bowers, secretary.

The Women's Auxiliary of Teamster Local 298 in Michigan City, Ind., can justifiably claim to be one of the most active Auxiliaries within the Teamsters Union.

Organized in 1956, the Auxiliary has raised money for the Tuberculosis Sanitarium and the local hospital, distributed Thanksgiving and Christmas baskets to needy families, and participated in raising funds for the Community Fund, the

Heart Fund and the Cancer Fund.

The latest project undertaken by these ladies is the operation of a "loan closet" which will be stocked with wheel chairs, crutches, canes, foot protectors, and foot warmers.

To finance the "loan closet" and their other projects, the ladies have raised money through rummage sales, card parties, and other events.

They maintain their headquarters in the office of Teamsters Local 298.

## Toronto Teamsters Donate Car



The Toronto Joint Council of Teamsters last month donated a station wagon to the Toronto Cerebral Palsy Association to provide free transportation for victims of the disease. Tom Lees, council president, hands key to Mrs. R. C. Baird, CPA president.



## Wisconsin Governor Tells Chamber It's Out of Step

Governor Gaylord Nelson told a stunned meeting of the Wisconsin State Chamber of Commerce members last month that their organization "is a shockingly short-sighted, selfish, and narrow interest."

The Democratic Governor, who is considered a staunch friend of organized labor, constructively and politely suggested that the State Chamber of Commerce re-examine "your patterns of thought about government, and find out what you can mean when you speak of the so-called business interest in government."

### 'Propaganda' Rapped

Referring to the publications (propaganda) prepared by the U. S. Chamber of Commerce, Nelson said, "I found that your idea of business interest meant all-out opposition to any kind of public regulation of any kind of business; opposition to almost any kind of tax program; and opposition to almost any kind of public

spending, however desirable the goal or urgent the need.

"I discovered that you are still at war with the concept of social security, that you are committed to a last gasp determination to hold this humane and universally acclaimed program to a 'minimum level.' I think this indicates how far out of step with the public and the needs of our times your organization has become," he said.

### Contrast to Unions

"You will not like my saying this, but it is something that needs saying. As I read the bulletins of the Wisconsin Chamber of Commerce I could not help but contrast this expression of your official views with the expressed views of labor unions.

"Labor organizations," said Nelson, "have shown keen and affirmative interest in a much wider range of legislation. They are concerned with such issues as education, civil rights, welfare and world peace, as well as what

they call the 'bread and butter' issues of higher wages and better working conditions.

"But what you do by confining your legislative interest solely to money and the pursuit of profit is to make your efforts ineffective. Not even the Republicans whom you support for public office take you very seriously."

### Can't Accept Viewpoint

"I for one can't accept that viewpoint," the Governor declared. "I don't really believe you do either. I am convinced that as individuals you must be concerned about these matters in your roles as parents, as travelers over our highways, as hunters and fishermen, and most important of all, as good citizens.

"I do not think that the businessmen of Wisconsin are as narrow minded as your bulletins would make you appear. I know hundreds of businessmen personally whose interests are broader and deeper than the professed interests of your organization."

## Teamster Lauded For Stage Work

The Philadelphia *Enquirer* recently devoted a full-page feature story to Teamster George Frye, calling him the "impresario of little theater" in Williamsport, Pa.

Frye is a member of Teamsters Local 765, a dairy local. He is employed at the McDaniels Dairy in Williamsport, and is shop steward. He is also a former member of the Local's executive board.

Milkman Frye directs and produces several shows a year for clubs, schools, and factory groups. For talent, he scouts the housewives on his route, and casts them as chorines, tragediennes, depending on the play.

Frye who is 56 and has a wife and two teen-age daughters, thinks nothing of rehearsing amateur thespians all evening, then bounding out of bed at 2:00 A.M. to get ready for his milk route.

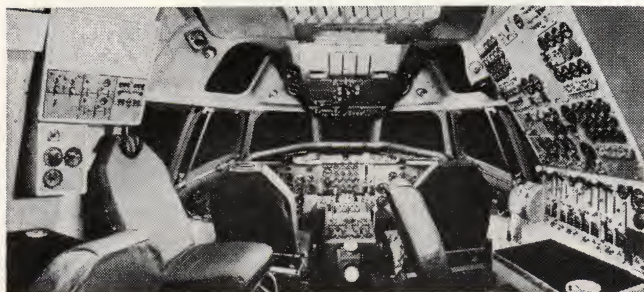
He is a former hooper, having worked in minstrel shows as a youngster. He also did a few turns in vaudeville, and, although there is no relation, he also sings in his church choir every Sunday.

## Teamster Wins REA Contest



John J. O'Connell (in auto), a member of New York City Teamsters Local 808, accepts the ignition key to the new Chevrolet Corvair he won by suggesting Railway Express Agency's new trade name—REA Express. R. H. Peterson, REA Express Vehicle Superintendent, makes the presentation at the company's Pennsylvania Express Terminal in Long Island City, L. I. O'Connell, an REA driver, submitted his name suggestion in competition with 16,000 other express employees across the country.





Flight deck of the Douglas DC-8.



## FLIGHT ENGINEERS

**HOLD THE KEY TO**

***SAFETY IN***

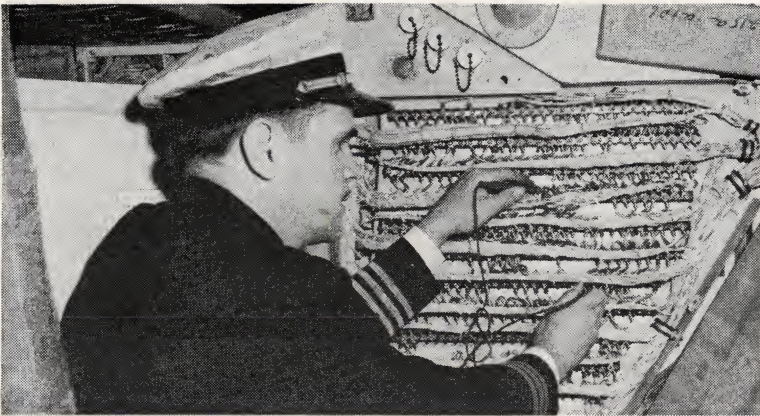


The early days of flying, even though it took man several thousands of years to get there, were relatively simple times. A light, small airplane, five or six cockpit instruments to master, a few hours solo time, and, of course, a white silk scarf, and our man was off into the wild blue. Fortunately, he did not find this wild blue filled with 500 mile per hour aircraft, in turn filled with people. He had no traffic pattern problems, nor did he need a 10,000 foot runway. If a repair was needed he simply put his plane down in the nearest field and went to work.

Those days, while glamorous and thrilling, are things of the past which can never come back. Flying today is a business—a serious, competitive, booming and safe business.

Many people make commercial flying safe. From cargo handler to captain, the prime thought has always been, and will remain, the safety of the passengers. In the following pages you will see the story of one member of this aviation team who is greatly concerned with safety . . . he owes his very existence to it . . . the Flight Engineer.



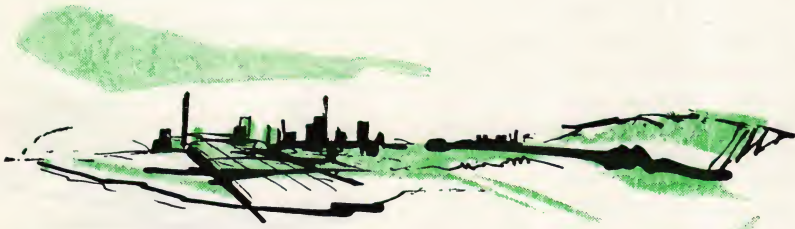


Engineer uses autopilot test panel to troubleshoot the autopilot while aircraft is in flight.



A ceiling liner is removed to get at a blown limiter.

# THE JET AGE



Flight Engineers are not new to flying. They go back to the days of the "Flying Boats" that spanned the world's oceans in the 30's. Engineers, however, were carried long before this on special flights. With the advent of World War II, Engineers flew missions as regular crewmen aboard B-17's, 24's, 25's, 29's and many types of naval aircraft. Flight Engineers are used today aboard many military aircraft ranging from two-engined Convoys to the Boeing 707 which will carry the President and other government dignitaries.

The Flight Engineer became required by Federal law, on all aircraft weighing more than 80,000 pounds, in 1948 following a series of mishaps with the newly introduced DC-6.

Written and practical tests, based mainly around mechanical skills, were established and licenses granted. The procedure has remained unchanged to the present time.

Today, there are over 4,000 professional Flight Engineers working for the nation's airlines. Each one of these men is a skilled technician who, in most cases, has learned his mechanics in the airline maintenance shops.

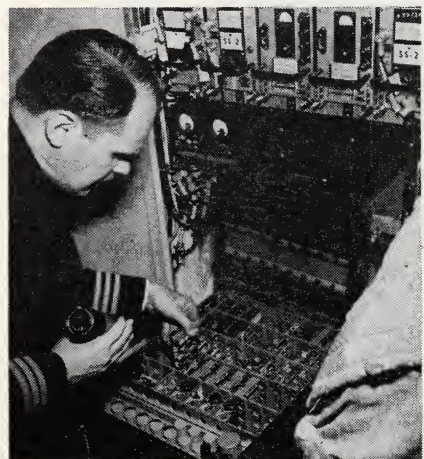
He, on the average, would be about 33, married, and a veteran with at least two years of higher education. His salary can range from \$6,000 to \$14,000 per year.

He faces today, with the rest of the airline industry, one of the biggest challenges in the history of commercial aviation—the jet era.

Two hours before flight time the Flight Engineer checks into the flight dispatch center and then proceeds to the ramp where he begins his pre-flight inspection, the first phase of his job. He will have some 197 items to check, inspect and note. He must satisfy himself that the aircraft is air-worthy. He must check everything from nosewheel to stabilizer including the hydraulic systems, control surfaces, electrical and mechanical systems and a thousand and one other details. Thirty-five minutes before flight time he joins the pilot and copilot in the cockpit and completes another interior systems check list. If the plane is to be fueled this, too, becomes a part of the Flight Engineer's responsibility. In the pre-flight every sense the Engineer possesses as well as the knowledge gained through years of experience comes into play.



In compartment below flight deck, engineer checks fuel flow power supply units.



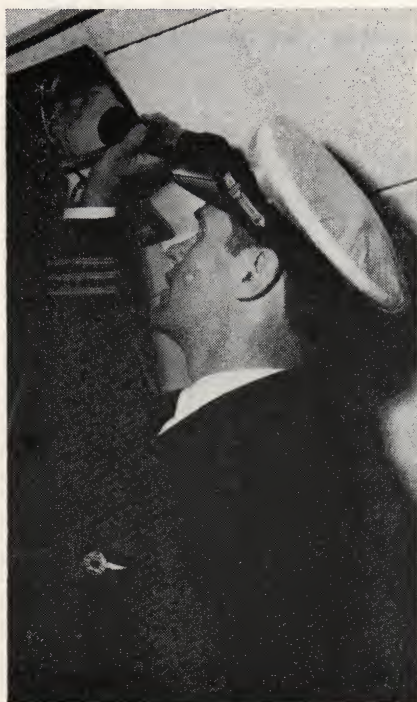
Also in "compartment 41" engineer looks over autopilot and radio equipment.





An engineer checks the flight recorder by using a screwdriver as a stethoscope to listen to the internal workings of the machine. Recorder, which keeps a taped record of flight, is normally checked from cockpit by engineer, but if he isn't satisfied with results, he uses more direct test shown above.

In high altitude flight oxygen equipment is critical. Below, flight engineer makes sure oxygen system is functioning properly.



Flight manuals, in listing Flight Engineer duties while the aircraft is in flight, tend to oversimplify. Most say the "Flight Engineer will monitor the operation of engines and airplane systems." What this means is that the Engineer will busy himself with such things as fuel flow, engine temperature, revolutions per minute of the turbines and many other rotating parts; compensation for loss in weight, the shifting center of gravity as the fuel is burned off, and changing pressures and temperatures. He will also be concerned with hydraulic pressures, cabin pressures, oxygen flow, proper function of the radio and radar, heating, cooling, lights, anti-ice equipment, servometers, and of course power to the galleys.

But he must also serve as the maintenance representative on the airplane responsible for the mechanical, pneumatic and hydraulic functioning of the aircraft and its components.

He must recognize and correct if possible any malfunctioning. He must effectively diagnose and write up in the log book any malfunction in order to assist the ground maintenance department in making repairs. He must set up, at the request of the pilot, proper climb power and cruise power. Before the flight he must have computed every power setting possible, taking into consideration the altitude of the projected flight, weight of the airplane, temperature outside and many other things. In flight, he must constantly, by means of charts, gauges and slide rules, compute the rate of fuel consumption, which on the big jets burns at the rate of 15,000 pounds per hour.

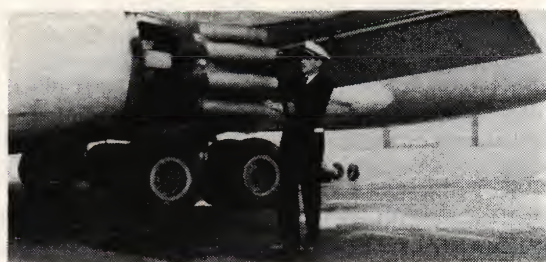
At 500-plus miles per hour corrective action for malfunctioning parts or systems must be swift and precise . . . anything less can be fatal. He must be able to make in-flight repairs on, or compensate for the failure of, for instance, auto-pilots, generator control systems, pressurization and air-conditioning control circuits, wing heater control circuits or even hydraulic systems to permit the lowering of stuck landing gear.

To list and picture his entire responsibility during the in-flight portion of the trip would require much more space than contained in this magazine . . . if, in fact, it were possible at all. The emergency possibilities which could arise in the huge complicated jets are limitless.

When trip is on the ground, the

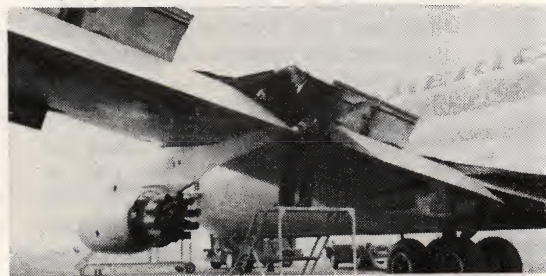
last stage of the Flight Engineers' work starts . . . the post-flight inspection and report. His inspection is similar to, but not as exhaustive as, the pre-flight inspection mentioned earlier. But his main function here is to communicate with maintenance any problems which might have arisen with the aircraft. Maintenance cannot work on a hit-or-miss slipshod basis. For this reason the Flight Engineer's log book and mechanical reports become all important tools for flying safety. Depending upon the difficulties encountered during the trip, this phase of the Engineers' work can take from 10 minutes to an hour and a half.

As he leaves the airplane (long after passengers and other crew members have departed) the Flight Engineer can be assured that through his training, skill and knowledge, com-



Aft end of a powerful jet gets close inspection by engineer. Here he is checking number two engine through silencer, making sure of condition of turbine wheel.

Below, engineer mounts ladder to check hydraulic leaks behind the left outboard spoilers. Spoiler, vital to adjust airflow over the wings, are hydraulically operated.





mercial flying has become a safer and better industry.

Some 3,500 Flight Engineers, or 90 percent of those flying aboard American commercial aircraft, are members of the Flight Engineers' International Association. In all, 14 U. S. airlines are represented.

In 1948 four federally chartered groups of Flight Engineers on American Overseas (now merged with Pan American), Eastern, Pan American and TWA joined together to form the FEIA. On Dec. 7th of that year the new group was granted a charter by the AFL to represent, and bargain for, the craft and class of Flight Engineering.

The Association today has three paid officers—President, Vice President and Secretary-Treasurer. All three are elected for short terms and the President and Vice President must have been working Flight Engineers before holding office.

Each airline group represented has its own chapter and that chapter has elected officers similar to the International's. The chapters are, in turn, broken down into domiciles, or councils, due to the fact that the chapters are invariably spread out over the country. Each domicile has a chairman, responsible for his particular area and airline.

Aside from offering the individual Flight Engineer bargaining representation, FEIA provides loss of license insurance, accident investigation teams, new aircraft and engine safety committees, technical correspondence courses and other services.

## House Labor Committee Gets New Life Under Powell's Chairmanship

Congressman Adam Clayton Powell, new chairman of the House Labor Committee, last month stripped Congressman Phil Landrum of Georgia of his deathhold on progressive labor legislation.

Landrum, co-author of the notorious Landrum-Griffin law, previously has been chairman of the subcommittee in charge of legislation regulating labor unions. From this position, he has promoted anti-labor legislation, and blocked progressive labor-management legislation.

Powell abolished Landrum's subcommittee, and all others. He then established new subcommittees. Congressman James Roosevelt of California will handle all labor union legislation in the future. He is considered a staunch friend of labor.

Powell was the ranking Democrat on the House Labor Committee for many years during the chairmanship of former Congressman Graham Barden of North Carolina, but Barden by-passed him because he was a Negro.

Meantime, Powell announced the establishment of a special subcommittee to study unemployment and the impact of automation under the chairmanship of Congressman Elmer Holland of Pennsylvania.

Holland stated: "No concerted ef-

fort has previously been made to collect the pertinent facts on the impact of automation on our economy. The public is, therefore, not acquainted with the many facets about automation, and how it has displaced workers and brought about widespread unemployment.

"Even with a one-man investigation into this field, revealing figures have been brought to light, and I am convinced that a complete review should be made of the situation. Public hearings will be held by the subcommittee on unemployment and the impact of automation.

"Recommendations will then be offered to the House Labor Committee for necessary legislation to prepare our Government so that it can act to enable our people to enjoy the blessing of automation and avoid its dire consequences," Congressman Holland continued.

The Congressman pointed out that "in time of war we never hesitate to plan the necessary steps we must take to win that war . . . and we must mobilize now for economic war on the ravages of unemployment due to automation which are bleeding our economy."

Holland feels that the nation cannot afford to lose additional time before it tackles this issue if we hope to maintain our way of life and continue the full growth of our economy under our institutions.

The report reveals how much automation has permeated our life today and is now being used in the various industries—steel, automobile, coal, oil, radio and television, telephone and communication, textile, sheet metal work, airlines and railroads, trucking, manufacturing, office workers—and in government on all levels, in the service industries, in fact in practically every field of endeavor—both private and public enterprise.

Holland stressed the fact that with our ever-increasing population and our new entries into the labor market, no provisions are being made to permit younger people to get started into careers . . . nor . . . "are we offering anything to those people between the ages of 40 to 55 who have families to support and educate."

### Jobs and Safety at Stake

A recent decision of the National Mediation Board to force the Flight Engineers to be represented by the Air Line Pilots Association led last month to a wildcat strike of flight engineers which virtually shut down the airline industry.

The Board's decision ignores the safety factor of air transportation and blandly says that the flight engineer's job on the flight deck resembles the craft of a pilot rather than a mechanic. The record, however, shows that the FAA, the only agency that really knows what the flight engineer and the pilots are supposed to do in their jobs, recently said: "The duties of a flight engineer aboard an aircraft are directly related to the mechanical operation of the aircraft. These duties differ substantially from those of the pilot."

Late last month over 200 flight engineers and their families came to Washington seeking relief from the Board's decision from the Congress and the President of the United States.

It is the position of the Flight Engineers that public safety is involved here and that unless the Board's decision is set aside human life is in jeopardy. The International Brotherhood of Teamsters joins the FEIA in this position.



# The Nation's Stake In Trucking

The Association of American Railroads in a "background report" on piggyback, stated in October of this year that in 1960 alone, piggyback will carry up to a million truckloads of freight—a shift from motor carriers. If loadings continue at present levels, well in excess of 1,000,000 trailers will ride piggyback in 1960 and will, therefore, not pay highway user and other taxes to the state and Federal Governments. This tax revenue loss is bound to be felt.

The year 1960 will be the first full year that these reduced piggyback rail rates have been in operation and in many instances these rail rates have completely eliminated the motor carrier operations into and through the sovereign states. For example: In 1958, approximately 15,000 motor vehicles moved over the highways in truckaway service to destinations in California. These movements passed through the States of Michigan, Indiana, Illinois, Missouri, Kansas, Oklahoma, Texas, New Mexico, Arizona and California. Today the only taxes that are paid are a small license fee and gasoline tax in Michigan to transport the vehicles from the manufacturers to the rail head and a license and gasoline tax in California for delivery from the rail head to the dealer's place of business.

Further, in 1958 to the States of Colorado, Utah, Wyoming and Idaho

there were movements of approximately 25,000 motor vehicles which moved in all-truck service through the States of Michigan, Indiana, Illinois, Iowa, Nebraska and thence to the destination States of Wyoming, Idaho, Utah and California. Today these vehicles are moving in rail service, and the only taxes paid are the license fee and gasoline tax for the short haul in Michigan and license and gasoline taxes for delivery from the rail head at Cheyenne, Wyoming.

Thus, these intervening states are losing considerable tax revenue as well as the business brought there by the drivers to motels, restaurants, and other small businesses.

Loss of this tax revenue will result in a deterioration of the arteries of interstate commerce, since the various state budgets will become increasingly unable to provide for the necessary maintenance and construction of their highways without additional or increased taxes on the general public or on other trucking firms.

Decline in truck traffic due to the factors already cited will compound the loss in gasoline tax revenues—earmarked for roads—resulting from the use of compact cars. A recent authoritative survey estimates that lower gas consumption by compact cars means a loss in gasoline taxes of \$333,000,000 per year in the year of 1965.

In view of the trend toward compact cars, it is all the more important not to permit destructive competitive practices which force trucks off the

road and dry up their tax contributions to our highway programs, state and federal.

If trucks go off the highways because of unfair and discriminatory piggyback rates, our road construction program will suffer a double blow. And the states and the Federal Government will face a double loss of income and revenue. If we are to continue to make a significant contribution to highway safety and efficiency in America, we must not deprive the states and the Federal Government of a vital trucking industry which more than pays its share of highway costs. Only one-sixth of the 41,000-mile Interstate Highway System is complete. We should not be forced to erect barricades to prevent completion of this system because our transportation policy is misused.

The states transfer to local county and city governments about one-fourth of all state road-user tax revenues as state aid for local roads and streets. A drop in state revenue because of the decline in truck traffic means that urban connections of primary highways and projects carrying Federal secondary highways through cities will be dropped or delayed. Our cities are traffic-choked already. To postpone or cancel within-city road improvements would be catastrophic. Yet this would be the result of lowered revenues because motor truck lines are put out of business by unfair piggyback competition.

The nation's toll roads, many of which have been trying to increase commercial traffic in order to bolster their revenues, are suffering because of the unfair piggyback competition. Like other enterprises, they have investments to amortize and overhead costs to meet. Yet the shift to piggyback—because of "desperation" rates offered by the rails—is depriving them of motor freight business, despite the fact that trucks and buses account for only 14 percent of vehicles on major U. S. Toll roads but pay 34% of tolls.

Annual Highway User Taxes Paid by  
Typical Tennessee Vehicles

	State Highway User Taxes	Federal Highway User Taxes	Total State & Federal
Passenger Cars ..	\$ 71.60	\$ 35.96	\$ 107.56
Pick-up Trucks ..	59.90	26.58	86.48
Van Trucks .....	416.33	196.64	612.97
4-Axle Combinations (Private) .....	1666.00	764.37	2430.37
4-Axle Combinations (For-Hire) .....	1817.50	764.37	2581.87





### *Local Communities Lose Business Due to Piggyback*

The trucking industry and its employees are important to the economy of local areas and communities as customers. The trucking industry is a major consumer of goods, services and supplies. Truckers consistently purchase their materials in the locality where they do business. This has been done principally because it is economically sound for the truckers as well as offering a convenient supply source. These buying practices have been outstanding factors in the economic growth of local communities, since the money spent in these purchases is retained and recirculated in the local communities.

Trucking (for-hire and private) provides employment for more than 7-million people, buys 14-billion gallons of fuel annually, spends \$3.3-billion for new equipment and replacement parts. In all, total expenditures by the trucking industry are equivalent to one-twelfth of the country's gross national product.

The trucking industry's steady growth which has enabled it to pay for one-third of the cost of our highways certainly cannot be regarded as anything but an enormously important factor in the growth of such important industries as the automotive, tire, petroleum refining, and automotive parts and accessories.

Many local businesses depend primarily on sales to the trucking industry for their existence; others look to the industry for a substantial portion of their income.

To provide for replacement and ex-

pansion, the industry each year purchases thousands of new trucks. Not only motor truck manufacturers benefit, but also new-truck dealers, located in local communities.

Operation of a truck fleet within a state also requires huge quantities of tires, tubes, batteries, gasoline, oil and parts and accessories. Automotive retail outlets and gasoline filling stations look to the trucking industry as one of their major customers.

Trucking industry payrolls—a significant factor in each state—pass into the stream of the state's and local community's economic life by the purchase of a vast multitude of goods and services from firms situated throughout the state.

Small businesses that depend on the trucking industry are feeling the effects of subsidized piggyback—service stations, motels, roadside restaurants, laundries, etc.

The drastic impact of new-car piggybacking operating at cut rates on local businesses can be readily demonstrated. In 1958, about 25,000 new cars were shipped by truckaway from Detroit to Cheyenne, Wyoming. A truckaway driver, averaging 400 miles a day, made the round trip from Detroit to Cheyenne in about seven days, spending six nights on the road. With five automobiles on each load, 4,000 trips were required to move the 25,000 automobiles.

Truckaway drivers on this run therefore spent a total of 30,000 nights in a motel—this supporting the motel industry, local laundries, etc. These drivers bought approximately 90,000 meals on the trip—and substantially

supported local restaurants, eating facilities, and rest stops.

This is but one relatively minor illustration of the loss of revenue to local businessmen due to auto piggybacking. This trend is increasing daily, and affects not only the transport of autos but other commodities as well. This diversion of highway traffic will continue to have an increasing impact on local business and on the tax structure in each and every state. It is almost impossible to estimate the number of gas stations, repair shops, automotive supply stores and miscellaneous local businesses that have been destroyed because of the loss of truck traffic due to the unfair competition of piggyback.

### *Conclusions*

We all want better roads, we all want less traffic congestion,<sup>1</sup> we all want to profit from the new, coordinated Federal Interstate Highway System. We all want more highway benefits made available to everyone. But this will not happen if our transportation policies foster certain forms of piggyback that take trucks off the highways and result in lower highway-user tax revenues to the States.

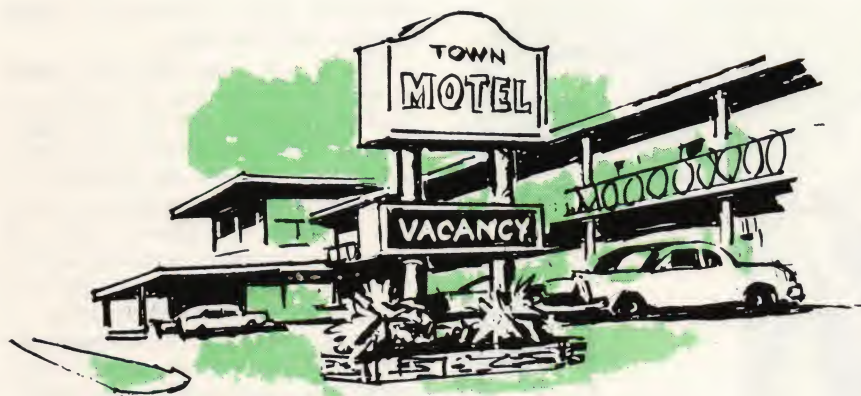
When account is taken of the fact that the nation as a whole benefits from good highways; that even those individuals who don't actually use the highways are dependent on the roads for bus transportation, truck deliveries, fire and police protection and numerous other purposes; then the loss of tax revenues paid by the nation's trucking industry looms all-important.

The shift to piggyback means disaster to our highway program. Completion of our road system in a reasonable time is dependent upon highway users, particularly the important trucking industry, continuing to provide the necessary tax revenues. Drastic cuts in such revenues, at a time when highway costs are rising, mean a marked slowdown in new and improved roads. Unfair competition by the rails, with consequent shift from highway truck to railroad piggyback, is cutting these highway tax revenues.

Reduced truck tax revenue, by crippling the progress of our highway construction program, will create na-

<sup>1</sup> Trucks that now move piggyback were formerly night travellers on our highways. They seldom added to road congestion or inconvenience of passenger car drivers.





tionwide traffic jams. The crippling of our defense effort through failure to keep the highway program going would be more costly than any of us can afford.

Highway expenditures play an important part in economic growth. It costs about 1.9 cents per-vehicle-mile travelled to maintain current highway capacity of all kinds and provide for economic growth at the rate of 4% a year. With traffic now running about 725 billion vehicle miles a year, this would require revenue for this year of about \$13 billion. Total highway funds raised this year will approximate only \$11 billion. The \$2 billion deficit, as has been shown above, will rise markedly in the next several years as piggybacking destroys highway truck traffic.

The conclusion is obvious. More piggyback operations mean less gasoline and other tax revenues for the states and the Federal Government. This loss will have to be passed on to the general public, or we will have to cut back on the highway program or unduly delay its completion.

The loss in truck travel is, and will be, felt by others who benefit from truck travel—tire, truck, trailer and battery makers, hotels and motels, restaurants, truck stops, etc.

One out of every six businesses (mostly small, independent firms) serve the transportation industry. The trucking industry and its employees are a shot in the arm to the small business man.

Our legislators—state and Federal—should realize the harmful effects of this great loss of tax revenues on state and local areas and on the progress of our roadbuilding program. The tax revenue losses indicated above can strangle our national economy, adversely affect economic growth, and cripple our national defense effort through failure to keep the highway program going.

This material has been prepared to help Teamster members and the public know the facts. Only when every citizen knows the facts can public opinion intelligently influence the men who make and administer our transportation laws and regulations.

The stakes are too high to permit the destruction of the most dependable, the fastest, and the most flexible form of transportation that exists in America today.

The stakes are too high to permit ruinous competition to play havoc with our vitally-needed road building program which an expanding economy desperately needs.

The stakes are too high to car owners who face increased gasoline and other user taxes to make up the loss in revenue needed for our highways as trucks are driven off.

The stakes are too high to the general public who must pay higher taxes for highways which they may not use.

Voices must be raised in protest to the policies which create these adverse conditions; which cripple a mighty industry; which cost millions of dollars in tax revenue loss; which hurt small businesses thriving on a going trucking industry and which shift the tax burden to Mr. and Mrs. America.

This "Dangerous Combination"—the railroads and the I.C.C.—must be stopped.



## Two More Local Credit Unions

Teamster members in Youngstown, Ohio, and San Francisco organized credit unions in Local 377 and Local 85 just in time for Christmas shopping, bringing the total number of Teamster Credit Unions to 62 going into 1961.

Teamster President James R. Hoffa has encouraged the formation of credit unions in every one of the over 900 Teamster locals. He has said that credit unions are perfect examples of what people joining together can do for themselves. "Credit unions provide one of the clearest demonstrations of democracy in action," according to Hoffa.

Credit unions serve their members by encouraging regular savings habits, and also by providing loans at the lowest interest rates available in the nation. Federal law provides that the interest rates must not exceed 1% per month on the unpaid loan balance.

The Federal government charters the credit unions, and regulates them only to the extent that insures the credit union member against any loss of savings.

Teamster Local 85's credit union, like many others, also provides fringe benefits for its members. It gives to each of its members an insurance policy that pays their outstanding loans in case of death or disability. It also provides a life insurance policy in proportion to savings with a maximum of \$2,000.

Credit unions are highly democratic organizations, as pointed out by Hoffa. The members elect their officers, and committees, including the loan approval committee. The officers carry out the policies established by the members.

With the exception of the credit union treasurer, all other officials of the credit union do not receive any salary. The treasurer is entrusted with the responsibility of handling all deposits and loans, keeping the books, and preparing financial and statistical data.

In nearly all cases this amounts to a full time job, and he may need assistants, depending on the size of the Local membership.

There are more than 27,500 credit unions serving some 14 million people in the world today. Information on organizing a credit union can be obtained from the Credit Union National Association in Madison, Wisc.



JOHN B. MCGINLEY, C. P. A. (1927-1955)  
LEO F. MCGINLEY, C. P. A.  
MEMBERS OF AMERICAN INSTITUTE  
OF CERTIFIED PUBLIC ACCOUNTANTS

**MCGINLEY & MCGINLEY**  
CERTIFIED PUBLIC ACCOUNTANTS

UNION TRUST  
BUILDING  
WASHINGTON 5, D. C.

February 11, 1961

International Brotherhood of Teamsters  
Chauffeurs, Warehousemen and Helpers of America  
25 Louisiana Avenue, N.W.  
Washington 1, D. C.

Gentlemen:

We have examined the consolidated balance sheet of the

INTERNATIONAL BROTHERHOOD OF TEAMSTERS,  
CHAUFFEURS, WAREHOUSEMEN AND HELPERS OF AMERICA  
AND ITS SUBSIDIARY, TEAMSTERS' NATIONAL  
HEADQUARTERS BUILDING CORPORATION

as at December 31, 1960 and the related statement of income and expense for the year then ended. Our examination was made in accordance with generally accepted auditing standards and accordingly included such tests as we considered necessary in the circumstances.

In our opinion the referred to consolidated balance sheet and statement of income and expense present fairly the financial position of the

INTERNATIONAL BROTHERHOOD OF TEAMSTERS,  
CHAUFFEURS, WAREHOUSEMEN AND HELPERS OF AMERICA

as at December 31, 1960 and the results of its operations for the year then ended.

Respectfully submitted,  
MCGINLEY AND MCGINLEY,

By Leo F. McGinley  
Certified Public Accountant.



# INTERNATIONAL BROTHERHOOD OF TEAMSTERS AND ITS SUBSIDIARY—TEAMSTERS' NATIONAL HEADQUARTERS BLDG. CORP.

## CONSOLIDATED BALANCE SHEET

As at December 31, 1960

### ASSETS

Cash		
On Deposit, Checking Account .....	\$ 944,959.26	
In Transit, Checking Account .....	6,386.35	
Office Fund .....	500.00	
On Deposit, Savings Account .....	1,506,800.00	\$ 2,458,645.61
Accounts Receivable		
Advances—Affiliated and Allied Organizations .....	288,437.95	
Advances for Bookkeeping Machines .....	90,596.81	
Monitors Revolving Fund .....	5,000.00	
Others .....	6,878.97	390,913.73
Inventories—Cost or Market		
Local Union Supplies and Equipment .....		123,986.96
Investments		
Securities—Maturity Value (Note 1) .....	30,547,246.41	
Accrued Interest Thereon .....	249,248.68	30,796,495.09
Deposits		
Equipment Contracts, Local Union .....	77,529.43	
Supplies and Others .....	2,364.48	
Monitors, Airline Deposit .....	425.00	80,318.91
Deferred Charges to Future Operations		
Prepaid Taxes .....	4,185.67	
Prepaid Insurance .....	25,430.56	
Prepaid Surety Bonds .....	83,296.68	
Prepaid Appeal Bonds .....	102.50	
Prepaid Postage .....	1,463.38	
Prepaid Building Operation Costs .....	719.26	
Cafeteria Stock Inventory, Lower—Cost or Market .....	748.01	115,946.06
Fixed Assets		
Real Estate .....	4,931,616.58	
Furniture and Furnishings .....	250,153.41	
Office Equipment .....	36,383.24	
Automobiles .....	15,617.55	5,233,770.78
Total Assets .....		<u>\$39,200,077.14</u>

### LIABILITIES DEFERRED INCOME, AND NET WORTH

Accounts Payable		
Trade Creditors .....	\$ 311,905.87	
Employees Income Taxes Withheld .....	23,201.10	
Escrow Funds .....	16,606.73	\$ 351,713.70
Accruals		
Salaries and Expenses .....	94,313.56	
Taxes—Social Security .....	2,782.45	97,096.01
Total Liabilities .....		\$ 448,809.71
Deferred Income .....		590,151.21
Net Worth		
Balance January 1, 1960 .....	38,418,263.24	
Deduct:		
Excess of Expenses over Income for the year ended December 31, 1960 ....	257,147.02	38,161,116.22
Total Liabilities, Deferred Income and Net Worth .....		<u>\$39,200,077.14</u>

This Balance Sheet is subject to contingent liabilities in the amount of \$310,000.00, representing contested legal fees of \$210,000.00 and guaranteed bank loans to allied organizations of \$100,000.00.

Note 1: \$490,000.00 deposited as collateral from Supersedes Appeal Bonds and guaranteed bank loans to allied organizations.



# INTERNATIONAL BROTHERHOOD OF TEAMSTERS

## STATEMENT OF INCOME AND EXPENSES FOR THE YEAR ENDED DECEMBER 31, 1960

Operating Income		
Fees		
Per Capita	\$7,106,839.10	
Initiations	720,711.10	
Organizational	300.00	\$7,827,850.20
Other Income		
Sale of Supplies	120,174.97	
Refunds, Claims and Overpayments	320.25	120,495.22
Total Operating Income		\$7,948,345.42
Deduct:		
Operating Expenses		
Per Capita Assessments	10,898.16	
Donations to Subordinate Organizations	1,748,006.55	
Organizing Campaign Expenses	1,871,102.71	
Supplies Purchased for Resale	101,285.80	
Magazine "International Teamster"	960,341.17	
Legal Fees and Expense	771,369.60	
Judgments, Suits, and Settlements	50,000.00	
Retirement and Family Protection Plan	427,629.87	
Monitors Fees and Expenses	283,519.80	
Donations to Allied Organizations	34,500.00	
Appeals and Hearings	7,945.74	
Anti-Racketeering Committee	4,315.98	
Officers, Organizers and Auditors, Salaries	707,381.68	
Officers, Organizers and Auditors, Expenses	476,627.37	
Staff Salaries	238,830.95	
Staff Expenses	12,354.18	
Printing and Stationery	13,392.02	
Postage	14,821.24	
Conventions and Delegates Expenses	1,459.03	
Telephone and Telegraph	44,003.63	
Express and Cartage	8,052.62	
Office Supplies and Expense	31,824.34	
Office Furniture and Equipment Repairs	6,899.50	
Auditing Expense	2,375.00	
Bonds and Insurance	50,509.86	
National Headquarters Building:		
Custody	8,712.04	
Maintenance Supplies and Service	180,249.03	
Supervision and General Expenses	11,200.46	
Cafeteria and Kitchen	50,670.67	
Depreciation, Building	97,774.30	
Insurance, Building	3,709.45	
Taxes, Real Estate	58,303.40	
General Executive Board Authorization	96,528.50	
Donations to Public Causes	11,664.00	
New York Office	10,000.00	
San Francisco Office	7,892.94	
Dallas Office	3,720.00	
Minneapolis Office	9,357.96	
Public Relations	306,955.97	
Taxes, Personal Property and Other	12,035.63	
Taxes, Social Security	33,695.71	
Department and Divisional Expenses	548,029.63	
Auto Repair and Maintenance	5,320.59	
Depreciation—Furniture and Equipment	70,860.85	
Health and Welfare Insurance	7,072.25	9,413,200.18
Net Deficit from Operations		(\$ 1,464,854.76)
Deduct:		
Financial Income		
Income		
Interest on Investments	\$1,233,878.98	
Discount Income	68,527.28	
Rent Received	4,400.00	1,306,806.26
Expense		
Service Charges	94,385.83	
Investment Expense	46.12	
Rental Property Expenses	2,531.58	96,963.53
Net Financial Income		1,209,842.73
Total Operational and Financial Deficit		(\$ 255,012.03)
Add:		
Other Expense		2,134.99
Excess of Expense over Income for the year ended December 31, 1960		\$ 257,147.02

( ) Denotes Deficit.



## Teamster Sculptor Scores Again



Al Reger, secretary-treasurer of Teamsters Local 522 in Newark, N. J., has come up with another outstanding sculptoring job that is being exhibited at the Village Art Center Gallery in New York City. The "Crouching Panther", pictured above, is sculptured from blue stone. It took Reger six months to complete. It weighs 275 pounds, and is five feet and three inches long.

## Tight Money Hits Loan Firms

When the government adopts a tight money policy, consumer and sales finance companies feel the squeeze along with everyone else, the University of Michigan's Dr. James Mao said last month in reporting the findings of a survey of 36 finance companies of various sizes in the current Michigan Business Review, a bi-monthly publication of the school.

Sales finance companies differ from consumer finance companies in that the former are engaged primarily in the financing of consumer purchasers of durable goods, while the latter are engaged primarily in the extension of cash installment loans to consumers.

From mid-1958 through 1959, a period of marked credit restraint, "there's no convincing proof . . . that bank borrowings by finance companies were less sensitive to tight money than bank borrowings by other businesses," Mao declared.

### Retraction

Last month, The International Teamster made an inadvertent error when it stated that *Newsweek* and *U. S. News* had failed to make any mention of the recent convictions of a group of electrical manufacturing firms and executives of those companies. Both publications did carry stories on this case. The International Teamster regrets the error.

## Teamster Role In Speed Record

Teamster James Simonetti had his rig clocked at 1,200 miles per hour, and didn't get a speeding ticket. As a matter of fact, he might get a medal.

Simonetti, presently a Staff Sergeant in the U.S. Air Force, is member of ground support team of the Air Force Hustler bomber that recently broke a world record for speed during a training flight.

The B-58 attained a speed of 1,200 miles per hour during a 31-minute flight from Edwards Air Force Base in California to Carswell Air Force Base in Texas. The previous record was held by the Russians.

Simonetti's father, Nicholas, is a business agent for Teamsters Local 802 in Long Island, N. Y.

## Driver Sought

An Indiana insurance adjuster has requested Teamsters assistance in locating Jerry E. Fagan, who may or may not be a Teamster member.

The Vandermoere & Company insurance firm of Indianapolis says Fagan was an eye-witness to a major accident involving the Werner Transportation Company of Minneapolis, Minn. Fagan's testimony could absolve Werner's of responsibility for the accident, the adjusters claim.

Fagan's last known address was 18621 Hill Haven street, Santa Anna, Calif. He is known to have participated in the Aero-Mayflower Training School in Indianapolis last year.

## A Story of Brotherhood

A poignant story of brotherhood was told last month in a letter from a Teamster's widow to IBT President James R. Hoffa.

"I am a Teamster's widow," wrote Mrs. Mary E. Burns of Whittier, Calif., whose husband, the late Ralph B. Burns, was a member of Local 276 in Los Angeles. "I have four very little children. My husband was a Teamster since he was a kid.

"The Teamsters' insurance helped pay the bills for his horrible lengthy illness. The Teamsters' life insurance was all we were able to hang on to; all the security we could salvage.

"My husband was a good union man, and a good man. All the men at Langendorf's Local 276 were wonderful to me and the children. They made an expensive vaccine available to us. They paid off our car; they gave the children a lovely Christmas and made me hopeful in the face of desperation. Teamsters all.

"So I want to thank the Teamsters, and you, for the fighting spirit that has made the organization what it is—an organization with a heart—for folks like us. . . .

"I know the Teamsters will go on working for the good of its membership; more, perhaps, than the government it supports and which so criticizes it. . . .

"From someone in a position to know best what the Teamsters means—a hearty thanks, for if it weren't for the Teamsters I couldn't have kept my home, my car—or my children."



# WHAT'S NEW?

## Store Bulk Products In Collapsible Container

A New York City firm is marketing a collapsible plastic container for either dry or liquid bulk products. These units include disposable liners. The flexible drums stand some eight feet high when full and hold 800 gallons. When not in use, they fold to twelve inches.

## Elastic Tie-Downs Prevent Shock Damage

Cargo is protected from cargo and shock damage in piggyback shipments by elastic tie-downs which are attached at or near the four corners of the container and to the stake pockets of the flatcar. A Pennsylvania firm uses special "sandwich-type" elastometric springs to make these tie-downs and bonded rubber is used to absorb impact and to permit the container to "roll with the punch".

## Magnesium Ramp is For Heavy Loading

Large appliances, machinery and other heavy items present special loading and unloading problems which a new heavy-duty moving van ramp is designed to help answer. Constructed of magnesium, the ramp is said to have up to a 4,000-pound capacity and is available in 48 standard models. These include ramp widths of 40, 46 and 52 inches and in lengths it comes in from seven to 14 feet. Among the various styles and features offered is a choice of tread or smooth plate deck surfaces.

## New Transistorized Recording Thermometer

A nationally-famous company is now marketing a self-contained, battery-powered transistorized recording

thermometer. With a recording range of from minus 40 degrees Fahrenheit to 550 degrees F., the thermometer can accommodate all standard charts. No ink is required in the recording thermometer since it uses a conventional stylus with a transistor oscillator for electric writing on carbon backed Teledeltos paper.

## Governor Converts Input Drive Speeds

A new invention is being presented that is said to convert variable input drive speeds into constant output speed for compressors, pumps, supercharger blowers, DC generators and flexible drive cables. Applied either to drive shaft or the driven shaft, the monitoring unit maintains pre-determined governed speed despite varying accessory loads.

## Linoleum Flooring For Transportation

A firm that has specialized in household and industrial flooring has now introduced both vinyl-plastic and linoleum sheet goods suitable for vehicle floors. Adaptable to ambulance, cabulance, taxicabs, police patrol wagons and fleet vehicles, the linoleum has a design that extends through the wearing surface to the backing. It is good looking, long-wearing and easy to maintain.

## Fuel Line Damage Avoided with Filter

Swelling and clogging of fuel lines due to water absorption and chemical decomposition are avoidable through installation of a new in-line gas filter. Although the unit should be replaced at regular intervals to insure maximum fuel purification, the element may be cleaned in emergency and reinstalled. Various sizes are available from the filter's New Jersey manufacturer.

## Complete Fleet Control With Magnetic Board

A control board with magnetic display pieces which can be easily and quickly moved from one column to

another now provides visual control of vehicle location, status and schedules. Up-to-the-minute status or location of trucks, deadlined equipment or vehicles in for maintenance can be spotted on this 2 by 3 foot magnetic board. Other sizes are also offered.

## Brake Bleeder has Hanging Tool Tray

A "quick disconnect" fitting and a hanging tool tray on the tank to hold tools and fittings are features of a new brake bleeder. This new model bleeder tank comes with a complete set of adapters, including those for 1961 Ford, Chevrolet and GMC trucks.

## Plastic Caps Aid Key Identification

Instant identification of keys is made possible by a new item from a California manufacturer. This is a line of pliable plastic caps available in nine colors. These slip over the heads of keys to permit quick and easy identification. They also help in reducing key jingling.

## Push Plate, Snow Plow in One Vehicle

One vehicle can now be employed in two operations with the installation of a combination snow plow and front push plate, available for all vehicles. The plow, which comes in 6, 7 and 8 foot lengths, is electric-hydraulic with dashboard control. The front push plate is 40 inches long and is installed on the chassis with brackets. The snow plow is anchored to the bottom underside of the push plate.

## Protection Afforded by New Trailer Supports

Both leg rotation and side stress are guarded against in a new line of trailer supports. Featuring speed and strength, the new two-speed square leg supports are now available as standard equipment on a major line of trailers. Only one support is needed and no mounting adjustment is required for these square lower legs which have an extension range of 16 inches. Sand shoes are also available with the supports.





## LAUGH LOAD

### Immense Improvement

Budgeting's the thing to do.  
On that I'm quite emphatic.  
I'm just as broke as ever, true,  
But now it's systematic.

—Hal Chadwick

### Outdoor Dim

Fork Truck Operator: "Mac, you've lost ten pounds in the last week worrying about that redhaired dame. Things will work out. Remember, when a woman says 'No', she means 'Maybe'. And, if she says 'Maybe' she means 'Yes'."

Freight Loader: "What does she mean when she just says 'Fooley'?"

### He'll Fire Them

Non-union Employee (to hard-boiled boss): "I've been around here for 20 years, doing three men's work for one man's pay, and I want a raise."

Boss: "Well, I can't give it to you. But if you tell me the names of the other two men, I'll fire them."

### It Worked Before

At a party, two men who had not been introduced, struck up a conversation.

"Gosh, I'm all in," said one after a while. "I think I will flirt with some good looking dame so my wife will take me home."

### No Extra Service

"What does this mean?" howled the customer in a greasy spoon cafe. "There's an insect at the bottom of my cup!"

"Listen, Bud," the proprietor said. "If you want your fortune told go see a Gypsy."

### All Dangerous

Card playing can be expensive—but so is any game where you hold hands.

### No Help

Having dined in a restaurant with her husband, a woman missed her gloves when she was on her way out. Murmuring something to her husband, she hurried back to the table to look for them. Not seeing them on the table, she lifted the cloth and began to grub around on the floor.

Just then a waiter came up.

"Pardon me, madam," he said, "but the gentleman is over there by the door."

### How Romantic!

Safety Dept. Steno: "I hear you had a date with our handsome new maintenance superintendent last night."

Traffic Steno: "Yes, we went to a fancy supper club. The orchestra played soft music . . . the lights were low. It was just lovely . . . until he put his hand under the table and I thought he wanted to hold my hand!"

Safety Dept. Steno: "What happened?"

Traffic Steno: "He slipped me the check!"



"Sorry, O'Riley, it's in the new contract."

### You're Fired

The head of a television network who was having trouble with his program department called in his executives for a lecture:

"Look," he said. "You guys have got to get on the ball. That's all there is to it. If we have any bottlenecks around here, I want you to get rid of them, and get rid of them immediately. Now, who has any suggestions?" From the rear of the conference room a junior executive piped up. "Sir," he said, "I've had some experience with bottles, and from that experience I can tell you, the necks are always at the top!"

### Why Question It!

A baby rabbit had been pestering its mother all day. Finally the exasperated parent replied: "You were pulled out of a magician's hat—now stop asking me questions."—Typo Graphic.

### Point of View

"Mrs. Smith," the physician told his young patient, "I have good news for you."

"It's Miss Smith," the patient said. "Not Mrs. Smith."

"Miss Smith," the doctor said. "I have bad news for you."

### Never Could

One editor said some people are always demanding the impossible, like the lady who wants toy manufacturers to produce an educational toy—one that will educate the child to put it away when he's finished playing with it.

### Stuck With 'Em

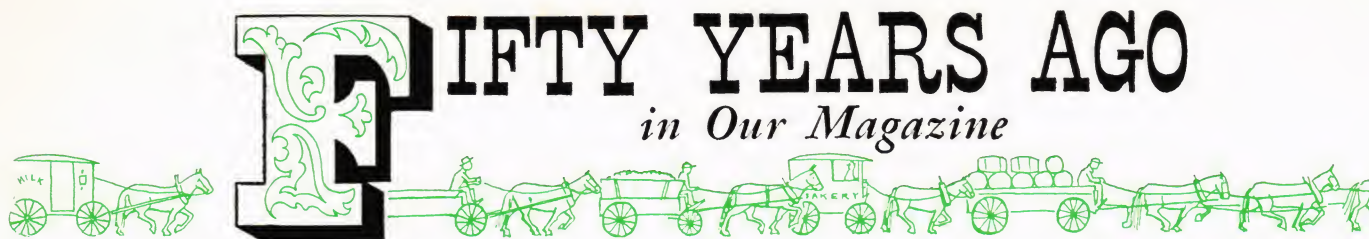
Will Rogers said: "Women may not be much, but they're the best opposite sex we have."

### Not So Common

Horse sense is that faculty which keeps horses from betting on people.



# FIFTY YEARS AGO in Our Magazine



(From the March, 1911, issue of The Teamster)

## Evils of Dissension

OUR International was having its problems as certain disloyal former officers of our organization were trying to organize both our members and non-union drivers into a bogus teamsters union. The chief culprits were in Chicago and New York.

In March, 1911, the underhanded organizing methods of these men led to open warfare as members of the Chi-

cago Truck Drivers' Union entered several stables in the Chicago area and attempted by force to sign teamsters into their organization.

These encounters reached their climax when one of our organizers, Lyle McArthur, was shot down and seriously injured. The methods used to "induce" teamsters to join the phony union was reported in a Chicago newspaper. Encounters at two barns were described in these words:



"At the Moxley barns eight men armed with revolvers forced a dozen drivers who were members of the International Union to hand over their badges, cards and books and join the Chicago Truck Drivers' Union.

"According to Detectives Hahn and Etchingham, who have been assigned by Assistant Chief Schuettler on the cases, from ten to thirty men, most of whom were armed, went to the barns of teaming companies and threatened the men with injury unless they agreed to join the Chicago Truck Drivers' Union.

"(At) the Prodie barn, teamsters fought

the men and twenty shots were fired by both parties. In the fight James Riley, business agent of the Chicago Truck Drivers' Union, narrowly escaped being shot, a bullet passing through his overcoat. One of the attacking party, thought to be Looney, was shot in the left leg."

In the same issue of our magazine that the above was reported, President Tobin was quite philosophical about the whole affair and in turn offered some calm and well reasoned comments on this very touchy and explosive situation. He said:

"We have suggested before in the columns of our magazine that if we cannot get along together, let us at least be men and work in peace, each side taking care of its present membership.

"If any local union desires to vote to go over to one side or the other, let their actions be such that no underhanded work shall take place and no force govern the vote taken.

"We are not looking for much from the other side, but for the sake of the membership, we request that some consideration be given the fact that there are good union men in the rank and file of both sides.

"It is a disgrace to organized labor in general, and the employers rejoice that our beautiful organization of teamsters and chauffeurs in Chicago, numbering over twenty thousand in all; an organization that could be such a bulwark against oppression, that they should be divided and grasping at each others' throats instead of working together for the purpose of making better conditions. It is to be regretted that the rank and file of the dual organization do not awaken to the fact that those men who are leading them, who are responsible for this secession movement, are leading them to destruction. It is to be hoped that some day the rank and file will wake up and repudiate this false leadership and cast them from office and return to the International Union where they rightfully belong."

Such a calm and reasonable approach to a difficult problem has characterized our union's leadership over the years.

## In Defense of Dobbin

ALTHOUGH 'ole dobbin's days as a workhorse have long since passed, the horse was until the advent of the truck the lifeblood of America's transportation complex. As such it was important that he be given the best of care and attention to keep him fit for the many and varied jobs he was dependent on to perform.

During the cold and sometimes bitter winter months, it was especially important that our teamsters increase their vigilance over their animals. Here are a few tips that were offered to our members in our March, 1911, magazine on the care and grooming of horses.

"The service that the horse renders man, we believe, is indisputable; it therefore rests as a moral and an economical obligation on man to see that the horse is properly taken care of.

"If the horse is left to stand, see that he is well blanketed and by this is not



meant throwing the blanket in the general direction of the horse. Put it over him carefully so that the first chance breeze won't blow it off.

"The horse is under your protection—you are his trustee. He is a sensitive, high spirited animal that appreciates care and attention."

Coincidentally, a small item in the back of our March, 1911, magazine was bemoaning the fact that teamsters were leaving their horses to take better paying jobs as chauffeurs of private motor cars.



# TEAMSTERS FIGHT BACK!

As ammunition in its battle to protect Teamsters' jobs, the International Union has printed three booklets to inform the public exactly what is at stake in the "piggyback pirating" of the trucking industry and the "selective rate cutting" practices of the railroads with the blessing of the Interstate Commerce Commission. The informative booklets have been distributed among members of Congress, state legislatures, public service commissions and other interested individuals, as well as Teamster local unions.



## EVERYBODY LOSES

A comprehensive and effective explanation of what happens to the federal government, state and local communities and the average citizens when business is pirated from the trucking industry. Shows how trucks contribute heavily in taxes and business to federal, state and local communities.

## A DANGEROUS COMBINATION

Describes how the railroads get favored treatment by the ICC in "selectively" setting low rates on competitive shipping while maintaining high rates on goods on which rails have no competition.



## HOW PIGGYBACK DESTROYS THE WORK OPPORTUNITIES OF TEAMSTERS

A question and answer series which explains in detail the dangers to Teamster members from piggyback. It also contains space to write members of Congress requesting an investigation of discriminatory practices by government agencies.

